

# GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month by the Grain Dealers Company.

Vol. VI. No. 2.

CHICAGO, ILL., JANUARY 25, 1901.

FIVE CENTS PER COPY.  
ONE DOLLAR PER YEAR.

## REGULAR GRAIN SHIPPERS.

To merit the patronage of regular shippers, receivers should confine their business to regular dealers.

### E. R. ULRICH & SONS

SHIPPERS OF CHOICEST  
MILLING CORN, WHITE AND YELLOW  
MIXED AND WHITE OATS

(NO WHEAT.) SPRINGFIELD, ILL.  
Elevators in Central Illinois on Wabash, C. & A.  
C. P. & St. L., and St. L., C. St. P. & Pawnee R'y's.

Remember the name....

GRAIN DEALERS  
JOURNAL

Advertise  
....in it

Subscribe for it

KENTLAND, IND.

MCCRAY & MORRISON,

SHIPPERS OF CLIPPED AND  
.....OF CORN, NATURAL OATS

Our Special Brand of White Oats  
is a favorite wherever tried.  
Grain Warehouses at Kentland, Beaver City, Earl  
Park, Morocco, Remington, Ind., and Effner, Ill.

## REGULAR GRAIN RECEIVERS.

John Wade & Sons,  
GRAIN BUYERS AND DEALERS

Members Merchants' Exchange.  
MEMPHIS, TENN.

W. H. SMALL & CO.  
RECEIVERS AND SHIPPERS  
GRAIN, SEEDS AND HAY,

Office, 7 and 9 Upper 1st Street,  
EVANSVILLE, IND.  
Warehouses, Belt R.R., cor. Penna. & Bellevue Sts.

C. A. FOSTER,  
RECEIVER AND SHIPPER  
ANY RAILROAD,  
FEED, GRAIN & HAY,  
PITTSBURG, PA.  
P. O. Address, CARNEGIE, PA.  
Reference: Freehold Bank, Pittsburg, Pa.

DANIEL P. BYRNE & CO  
SUCCESSORS TO  
Redmond Cleary Com. Co.  
Established 1854. Incorporated 1887.  
Grain, Hay and Seeds,  
Chamber of Commerce, ST. LOUIS, MO.

L. Bartlett. B. G. Ellsworth  
O. Z. Bartlett. J. L. Dolan  
L. BARTLETT & SON,  
Grain Commission Merchants,  
Rooms 23 & 24, Chamber of Commerce Bldg.  
Branch Houses:  
CHICAGO, MINNEAPOLIS. MILWAUKEE.

R. S. McCAGUE  
COMMISSION MERCHANT AND WHOLESALE DEALER IN  
GRAIN, HAY AND MILL FEED,  
PITTSBURG, PA.

E. A. GRUBBS GRAIN COMPANY  
GREENVILLE, OHIO.

GRAIN AND HAY SPECIALTIES:  
Car Lots only. Milling Wheat & Yellow Corn

REFERENCE—By permission: Farmers'  
National Bank; Second National Bank;  
Commercial Agencies.

MCCORD & KELLEY,  
Track Buyers and Shippers of  
Grain and Hay  
For Eastern and Southern Interior Trade,  
and for Seaboard Delivery,  
GENERAL OFFICE, 358 NORTH HIGH ST.  
COLUMBUS, OHIO.

DANIEL McCAFFREY'S SONS,  
Leading Hay Dealers,  
PITTSBURG, PA.  
Etab. 1867. Reference, Duquense Nat'l Bank  
CONSIGNMENTS SOLICITED.

GRAIN... Make advances  
on bills lading.  
The Van Dusen-Harrington Co.  
COMMISSION,  
MINNEAPOLIS and DULUTH.  
Sell by sample and make prompt returns.

EDWARD P. MERRILL,  
Grain Broker,  
PORTLAND, ME.

C. A. BURKS & CO.,  
GRAIN AND MILLFEED.  
Will Buy on Track or Handle on Consignment.  
Chamber of Commerce, Library Block,  
Detroit, Mich. Decatur, Ill.

Conveying, Elevating and  
Power Transmitting Machinery.

Send for OUR NEW CATALOG...350 Pages.



A COMPLETE Line of the BEST.  
H. W. CALDWELL & SON CO.  
Western Ave., 17th-18th Sts.  
CHICAGO, ILL.



## DIRECTORY OF REGULAR GRAIN RECEIVERS AND DEALERS.

Dealers and Receivers who confine their business to regular grain shippers merit the patronage of such shippers.

**BATTLE CREEK, MICH.**  
McLane, Swift & Co., grain buyers.

**BUFFALO.**  
W. B. Gallagher, Damaged Grain.  
Dudley M. Irwin, Barley.  
S. W. Yantis, grain and feed.

**CAIRO, ILL.**  
H. L. Halliday Milling Co., grain.

**CHICAGO.**  
Armour & Co., Grain Buyers.  
Bartlett, Frazier & Co., Grain.  
Calumet Grain & Elevator Co., commission merchants.  
Dreiske & Hinners. Commission.  
L. Everingham & Co., grain, seeds.  
The Glucose Sugar Refining Co. Buyers of corn.  
Ware & Leland, grain, seeds.  
H. Hemmelgarn & Co., Commission.  
W. F. Johnson & Co., grain, seeds.  
W. H. Merritt & Co. Grain, seeds.  
Milmine Bodman & Co., Grain Comsn.  
W. R. Mumford Co., Commission.  
Alex Rodgers, Seed Merchant.  
Rosenbaum Bros., receivers, shippers.  
James P. Smith & Co., Grain.

**CINCINNATI.**  
Collins & Co., Exclusively Commission.  
Grain and Hay.

Gale Bros., corn, wheat and oats.  
Union Grain & Hay Co., grain, hay.

**CLEVELAND.**  
Strauss & Joseph, grain, seeds, hay.

**DETROIT.**  
C. A. Burks & Co., grain, mill feed.

**EVANSVILLE.**  
W. H. Small & Co., grain, seeds.

**GREENVILLE, OHIO.**  
Greenville Grain Co., track buyers.  
E. A. Grubbs Grain Co., track buyers.

**INDIANAPOLIS.**  
Bassett & Co., commission.

**LOUISVILLE, KY.**  
A. Brandeis & Son, recvs & shippers.  
Strater Bros., receivers and shippers.

**MEMPHIS.**  
John Wade & Sons, grain dealers.

**MILWAUKEE.**  
L. Bartlett & Son, commission.

**MINNEAPOLIS.**  
Van Duzen-Harrington Co., comisin.

**NEWARK, N. J.**  
J. C. Smith & Wallace Co., grain, hay.

**NEW YORK.**  
Geo. N. Reinhardt & Co., hay, grain.

**PEORIA, ILL.**  
C. H. Feltman, grain commission.  
P. B. & C. C. Miles, grain commission.

**PHILADELPHIA.**  
E. L. Rogers & Co., grain, hay.  
A. Judson Stites, grain and feed.

**PITTSBURG.**  
Daniel McCaffrey's Sons, grain, hay.  
R. S. McCague, grain, hay.  
D. G. Stewart, grain, hay.

**PORTLAND, ME.**  
Edward P. Merrill, grain broker.

**ST. LOUIS, MO.**  
Daniel P. Byrne & Co., grain, hay, seeds.  
Connor Bros. & Co., Grain Com'n.  
Picker & Beardsley, grain, hay, seeds.

**TOLEDO.**  
Churchill & Co., grain and clover seed.  
Also offices at Chicago and Buffalo.  
East Side Milling Co., Salvage Grain  
C. A. King & Co., grain, clover seed.  
National Milling Co., buyers of wheat.  
Reynolds Bros., Grain.  
W. A. Rundell & Co., grain, seeds.  
Southworth & Co., grain, seeds.  
J. F. Zahm & Co., grain, seeds.

## REGULAR GRAIN RECEIVERS OF TOLEDO.

E. L. Southworth.  
G. B. McCabe.  
W. H. Bergin.

**SOUTHWORTH & CO.**  
TOLEDO, OHIO.

**Grain and Seeds.**  
Track bids offered to all regular dealers. We exclude "Scoop Shovelers."  
Consignments Solicited.

J. F. ZAHM F. W. JAEGER FRED MAYER

**J. F. ZAHM & CO.**  
**GRAIN and SEEDS TOLEDO, O.**  
We make a specialty of handling consignments. Transient buyers and farmers need not write us.  
MEMBERS: ESTABLISHED 1879  
Toledo Produce Exchange, Chicago Board of Trade, New York Produce Exchange.

Be Friendly. Estab. 1846 Write Occasionally.

**C. A. KING & CO.**  
TOLEDO, OHIO.  
Grain and Clover Seed, spot and futures.  
Special Market and Crop Reports Free.  
MEMBERS: Toledo Produce Exchange, Chicago Board of Trade.

F. W. Rundell. Established 1877. J. E. Rundell.

**W. A. RUNDRELL & CO.**  
**Grain and Seed Merchants.**  
We buy, delivered Toledo or f.o.b. your station. Personal attention to consignments and trades in "futures." Daily market letter free.  
Correspondence solicited.  
Room 33, Produce Exchange, Toledo, Ohio.

B. O. REYNOLDS. O. L. REYNOLDS. F. J. REYNOLDS.

**REYNOLDS BROS.**  
**GRAIN**  
24, 25 & 26 Produce Exchange, TOLEDO, O.  
Offer us your grain; consign it, or ASK FOR BIDS.

**CIFER CODES**  
ALL KINDS.  
WRITE FOR CATALOG TO  
**Grain Dealers Company,**  
CHICAGO, ILL.

**BATTLE CREEK**

**McLANE, SWIFT & CO.**  
Successors to G. L. McLane & Co.  
Buyers of Wheat, Corn, Natural and Clipped Oats, Choice Rye.  
Write for bids—your track.  
Grain Elevators on Grand Trunk Railway.  
BATTLE CREEK, MICH.

**BUYERS OF DAMAGED GRAIN.**

**DAMAGED GRAIN WANTED.**  
I buy damaged grain of all kinds. Write or wire me.  
**WM. B. GALLAGHER,**  
72 Pearl Street, - - BUFFALO, N. Y.

**East Side Milling Co.**  
TOLEDO, OHIO.

**Buyers of Salvage Grain**  
Also all grades of off-grade Grain of all kinds, Screenings and low-grade Flour.  
Send samples and ask for bids.

**GERMANY.**

F. Franz Arnold, Cable address, Arnobius, Hamburg  
**GEHR. ARNOLD, Hamburg.**  
BROKERS, COMMISSION MERCHANTS, and Importers of GRAIN and FEED, Especially Milling Wheat  
Good output for Corn from Atlantic Ports  
Correspondence solicited with a view to C. I. F. business to Germany.

**THE ALBERT DICKINSON Co.**  
DEALERS IN  
**GRASS SEEDS, CLOVERS, BUCKWHEAT, BEANS, PEAS, BIRD SEED, POP CORN, GRAIN BAGS, ETC.**  
OFFICES, WEST TAYLOR ST., AND THE RIVER, CHICAGO



## REGULAR GRAIN RECEIVERS.

Receivers who confine their business to regular grain shippers merit the patronage of such shippers.

### CHICAGO.

#### GRAIN DEALERS....

**We Want Your Business.**  
If you appreciate **Honest Work, Good Treatment and Prompt Returns**, consign your grain to us.

**CALUMET GRAIN and ELEVATOR COMPANY, ...CHICAGO.**  
Arthur Sawers in charge of receiving business.

#### ROSENBAUM BROS. Receivers and Shippers.

Correspondence Solicited.  
**Room 77 Board of Trade Building,  
CHICAGO, ILL.**

#### L. EVERINGHAM & Co., COMMISSION - MERCHANTS.

Established 1865.  
Specialties:—Grain and Seeds of all kinds by sample upon their merits.  
Consignments solicited; correspondence invited.  
**SUITE 80 BOARD OF TRADE, CHICAGO, ILL.**

#### MILMINE, BODMAN & CO. GRAIN DEALERS

Receivers, Shippers and Exporters,  
Also Stock and Bond Brokers.  
**5 & 7 BOARD OF TRADE, CHICAGO.**  
New York Office, 401 Produce Exchange.

#### JAMES P. SMITH & CO. Grain Merchants,

**417-418 Rialto Building, CHICAGO.**  
CONSIGNMENTS SOLICITED.

#### H. HEMMELGARN & CO. COMMISSION MERCHANTS.

Henry Hemmelgarn. Philip H. Schiffin.  
Grain, Seeds and Provisions.  
**Rooms, 317, 318, 319 Rialto Bldg., CHICAGO.**  
Consignments solicited. Correspondence invited.

#### ARMOUR & CO.,

205 LA SALLE STREET,  
CHICAGO.

GRAIN BUYERS AND DEALERS.

#### W. F. JOHNSON GEO. A. WEGENER W. F. JOHNSON & CO.

GRAIN, SEED AND PROVISION  
COMMISSION MERCHANTS  
59 Board of Trade, Chicago.  
Branch offices: Minneapolis, St. Louis, Milwaukee.

This space belongs to

#### Van Ness & Wilson

the new grain commission firm composed of G. B. Van Ness and L. B. Wilson.

#### ALEX RODGERS Seed Merchant

Clovers, Timothy, Grass Seed, Buckwheat,  
Peas, Flax, Seed Corn, Etc.  
OFFICE AND WAREHOUSE  
**220-230 JOHNSON ST., CHICAGO, ILL.**

#### H. A. DREISKE, G. R. HINNERS. DREISKE & HINNERS,

COMMISSION MERCHANTS,  
DEALERS IN GRAIN AND HAY,  
Elston Avenue and Blackhawk St., CHICAGO.  
Telephone West 386.

#### W. H. MERRITT & CO. Grain Buyers & Shippers

CORRESPONDENCE SOLICITED.  
**234 La Salle St., CHICAGO, ILL.**

ST. LOUIS. MINNEAPOLIS. MILWAUKEE.

#### W. R. Mumford Co., COMMISSION MERCHANTS,

528-532 Rialto Building, CHICAGO.  
Future orders executed in all markets. Ship your grain, seeds, hay and mill products to us and get top prices. Liberal advances on consignments. Selling by sample and to arrive a specialty. Milling wheat a specialty.

#### Bartlett, Frazier & Co. GRAIN

Western Union Bldg., Chicago.

C. H. MATTHIESSEN, President. S. T. BUTLER, Vice President.  
CHAS. L. GLASS, Treas. and Secy.

#### The Glucose Sugar Refining Company,

General Offices,  
The Rookery, CHICAGO, ILL.

#### FACTORIES:

CHICAGO } ILL. MARSHALLTOWN } IA.  
PEORIA } ROCKFORD } DAVENPORT

The world's largest consumers of Corn. Daily consumption, **100,000 bushels.** We are always in the market for corn, and confine our bids to regular grain dealers. Write or wire us when you wish to sell.

**JOS. P. GRIFFIN, Mgr. Grain Dept.**



### BALTIMORE.

#### KIRWAN BROS. GRAIN CO.

BUYERS OF

#### GRAIN, HAY AND SEEDS

Consignments Solicited. CHAMBER OF COMMERCE, BALTIMORE, MD.

### CAIRO.

#### H. L. Halliday Milling Co., WHEAT, CORN AND OATS CAIRO, ILL.

Elevator Capacity 500,000 Bushels.

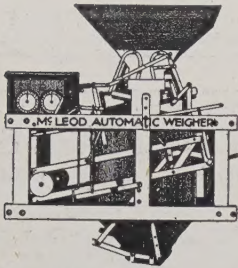
### BUFFALO.

#### DUDLEY M. IRWIN BARLEY

BOARD OF TRADE BUILDING  
BUFFALO, N. Y.



**Correct Weights**  
in Country Detect  
**Shortages**  
at Terminals.



Our automatic grain weigher weighs accurately all the time.

Can we interest you in this money saver?

MCLEOD BROTHERS,  
PATENTEES AND MANUFACTURERS  
MARIETTA, - - KANSAS.

Write for Catalog and Prices.

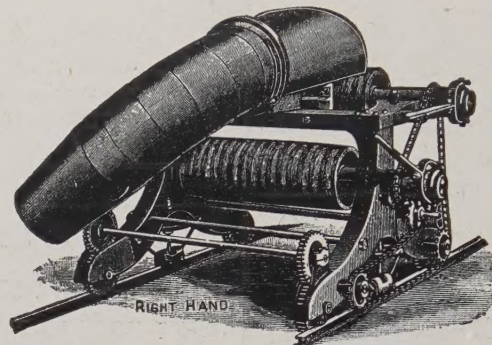
**If You Want to Reach**

The Grain Dealers of the Country  
Advertise in the Grain Dealers Journal.

## Dodge Manufacturing Co.

Engineers Founders Machinists

**Mishawaka, Ind, U. S. A.**



BRANCHES:

Boston  
New York  
Cincinnati  
Atlanta  
Chicago  
London, Eng.

Manufacturers of

## Grain Elevator Machinery,

EMBRACING LATEST TYPES OF

Power Grain Shovels, Belt Trippers, Car Pullers,  
Belt Conveyors, Spouting, Elevators, etc., also  
DODGE AMERICAN SYSTEM ROPE TRANSMISSION.

Send for a copy of

## Power and Transmission,

an Illustrated Quarterly Review of Factory Economics and  
Power Transmission Engineering.

# Clements Grain Register and Car Record.

The  
Handiest Books  
for  
Grain Dealers.

SIMPLIFY THE WORK. PREVENT MISTAKES.

Hundreds of testimonials. Write for sample sheets to . . .

F. B. FESTNER, Prop. OMAHA, Nebraska.

## JENNING'S NEW ENGLAND TELEGRAPH CIPHER AND DIRECTORY

Is a comprehensive and conveniently arranged code, compiled especially for use in the grain and flour trades and is used very extensively throughout the East. It also contains a list of New England Grain and Flour Dealers, which is a guide to carload buyers of grain throughout that territory. Western shippers will find it invaluable.

Well bound in Morocco. Price \$3.00.

For Sale by

Grain Dealers Company,  
10 Pacific Ave., CHICAGO, ILL.

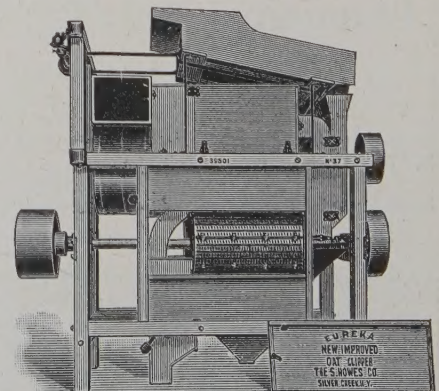
## Are You Wanting a Separator

That will clean thoroughly, run easy  
and give universal satisfaction? The  
"Eureka" elevator separator is the ma-  
chine you need.

"EUREKA" ELEVATOR OAT CLIPPER,

Perfect machine with large capacity, strongly constructed, results guaranteed.

"EUREKA" BEAN SEPARATOR AND GRADER.

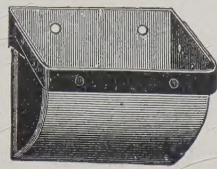
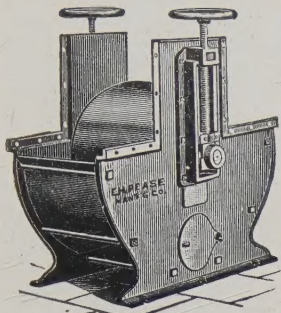


**The S. Howes Co.,** **Eureka Works:**  
**SILVER CREEK, N. Y.**  
ESTABLISHED 1856.

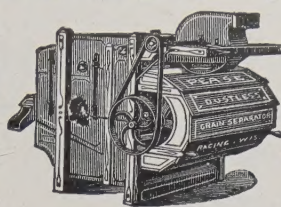


Write **MARSEILLES MFG. CO., Marseilles, Ill.** For Catalog and Prices of . . .

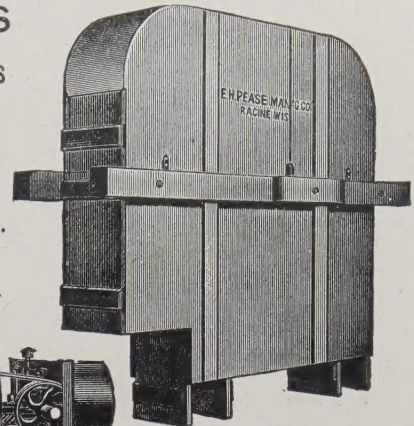
**ELEVATOR MACHINERY AND SUPPLIES**



**ELEVATOR CUPS OF ALL SIZES AND KINDS.**



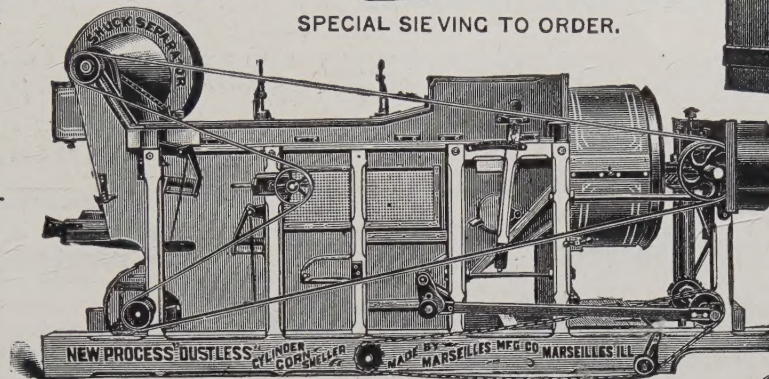
**Fanning Mills AND Warehouse Cleaners of Every Description.**



**SPECIAL SIEVING TO ORDER.**



**BOOTS EITHER WOOD STEEL or CAST IRON.**



**New Process Corn Shellers and Cleaners.**

**Heads, Distributing Spouts, Indicators**



**Flexible Spouts For Loading Cars.**

**EVERYTHING IN THE LINE OF**

**STEAM ENGINES  
BOILERS AND PUMPS  
GASOLINE ENGINES  
HORSE POWERS**

**SHAFTING  
WOOD PULLEYS  
IRON PULLEYS  
HANGERS**

**FURNISHED EITHER AS**

**Combined or Separate Machines Also with or without HUSK SEPARATING ATTACHMENT.**

**Motive Power and Power Transmitting Appliances, Including,**

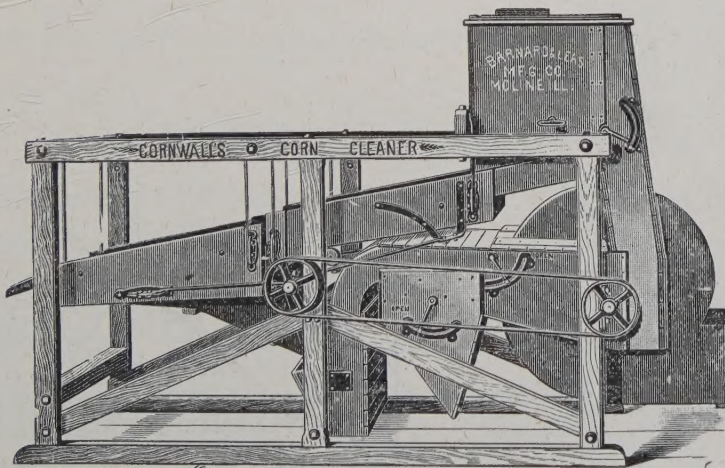
**PILLOW BLOCKS  
SET COLLARS  
SPROCKET WHEELS  
FRICTION CLUTCHES**

**JAW CLUTCHES  
COUPLINGS  
GEARING  
TIGHTENERS**

**BELTING**

**CHAIN  
RUBBER  
COTTON  
LEATHER**

**THOROUGH CLEANING PAYS.**



**THE CORNWALL CORN CLEANER**

**Cleans Corn Cleaner with one operation than any other machine.**

**Saves Screenings for Feed.**

**Is Dustless, Light Running and Durable.**

**Use it and your Corn will never miss Grade.**

The above Points and many others are fully described in our Illustrated Circular. Send for one.

We also build the

**VICTOR CORN SHELLER**

And deal in all kinds of **ELEVATOR SUPPLIES**

**Barnard & Leas Mfg. Co.**

**Mill Builders and Mill Furnishers  
MOLINE, ILL.**



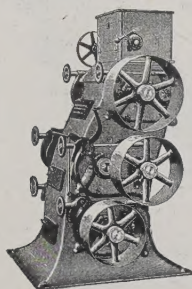
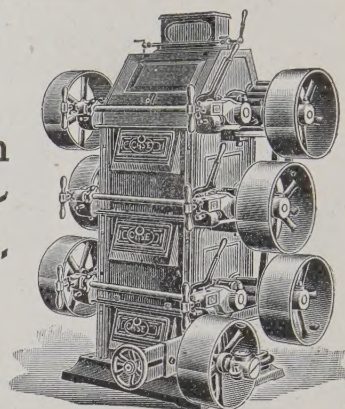
# You Need Not Hesitate

About ordering one of our Three Pair High Corn and Meal Mills. We know they will give perfect satisfaction and our guarantee goes with every machine. The machine will soon pay for itself.

ORDER NOW, NO BETTER TIME.

THE CASE MFG. CO.,

Columbus, Ohio.



ROLLER MILL.

## Feed Mills— Roller and French Buhr.

For Durability, Simplicity, Large Capacity, Uniform Grinding and Light Running, our Mills are Unexcelled.

**WE MAKE** { THREE ROLL-TWO BREAK MILLS—2 sizes,  
THREE PAIR HIGH-6 ROLLER MILLS—4 sizes,  
TWO PAIR HIGH-4 ROLLER MILLS—5 sizes,  
And 85 Sizes and Styles of BUHR STONE MILLS.

Send for Catalog and Prices.

**NORDYKE & MARMON CO.,**

FLOUR MILL BUILDERS.

ESTAB. 1851.

37 Day St., INDIANAPOLIS, IND.

## NEW PATENT FEED GRINDER

Special Introductory Prices.

**Sundries Mfg. Co.**  
SOUTH BEND, IND.

## THE VALUE

of an ad. is not measured by what it costs, but by what it pays the advertiser.

Ads. in the Grain Dealers Journal  
Pay Advertisers Well.

## No. 23 Helmer's Grain Scale Book

An indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

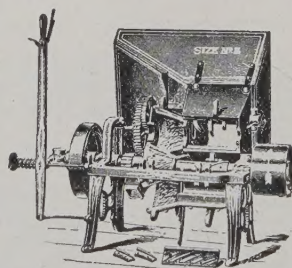
In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½ x 15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50

For Sale by  
**GRAIN DEALERS COMPANY**  
10 PACIFIC AVE., CHICAGO, ILL.

## BOWSHER FEED MILLS.



Have you any off-grade grain to grind?

It's a good way to get your money out of it.

Do your customers want Corn Ground, Cob and all?

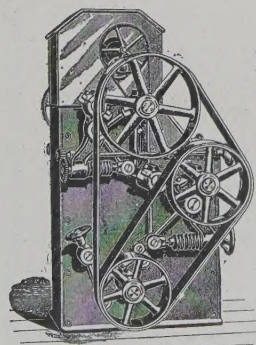
Curious if they don't.

Do you want to grind Kaffir-corn in the head?

The Bowsher Mill is the best all around feed grinder in the market. It is the lightest running. Sold with or without sacking attachment. Seven sizes, ranging from 2 to 25 h. p. Improved for this season. Always good; but better, now.

**THE N. P. BOWSHER CO.,**  
SOUTH BEND, IND.

## Northway's 4 and 6 Roll Corn and Feed Mill

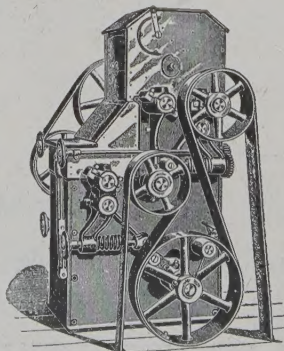


**GUARANTEED  
LARGEST CAPACITY  
FOR POWER  
CONSUMED.....**

Wide Bearings.  
Splendid Belt Contact.  
Simple and Convenient Adjustments.  
Can be driven on either side from a shaft running in either direction.  
Sent on 30 days' trial to responsible parties.

**Strong & Northway  
Mfg. Company,**

251 and 253 Third Ave., So.,  
**MINNEAPOLIS, Minn.**  
PLEASE MENTION THIS PAPER.



## WM. BROS., PROPRIETOR Nicollet Island Steam Boiler Works

Automatic Sprinkler Tanks a Specialty.

OFFICE AND WORKS:  
**Nicollet Island, - Minneapolis, Minn.**

George Thomas, Kirkman, Ia.: Discontinue my advertisement. I have sold out. It pays to advertise in the JOURNAL.



## WALL GRAIN TABLES

For Reducing Pounds to Bushels.

These tables differ from the others only in form and convenience of using. They are printed in two colors from heavy faced type, on both sides of a sheet of tin 6½x21 inches, which is intended to be hung beside scale beam or desk. The figures printed in black denote the number of bushels and pounds and those in red the weight of the load. These tables show the number of bushels in any load weighing from 100 to 5090 pounds, and by a single addition the number of bushels in any larger load can readily be determined.

A tin slide which can be moved up and down over the face of the tables facilitates the finding of the number of bushels in any load. If one wishes to find the number of bushels in a load of oats weighing 1450 pounds, he would move the slide over the table for oats and stop it at 1400, then following the figures on the slide to 50, would read the black figures indicated on sheet which shows the load to contain 45 bushels and 10 pounds.

These tables can be used for shelled corn, rye and flax seed at 56 pounds per bushel; wheat, beans, potatoes and clover seed at 60 pounds; ear corn at 70 pounds and oats at 32 pounds.

Price, \$1.00. For sale by

GRAIN DEALERS COMPANY,  
10 Pacific Ave. CHICAGO, ILL.

## Clark's Fractional Values of Bushels

At Fractions of a Cent, by Eighths.

These tables are printed on heavy white bristol board in red and black. The amount in bushels being shown in red and the value of bushels at fractions of a cent by eighths are shown in black. The tables show the value of any quantity from 1 to 50,000 bushels at ⅛, ¼, ⅜, ½, ⅝, ¾ and ⅞ cents. They are the most conveniently arranged tables for showing the fractional value of bushels that have ever been published, and are so arranged that the card can be tacked up before a desk for convenience and reference, all of the tables being on one side.

Price 25 cents.

12 copies, \$2.00; 100 copies, \$10.00.

Copies of these tables can be had by addressing  
GRAIN DEALERS COMPANY,  
40 Pacific Avenue, CHICAGO, ILL.

## No. 44 COAL SALES BOOK

THREE BOOKS IN ONE.

1. It is your original entry of all sales made.
2. It is your original entry on your scale weights.
3. It is your Journal from which you do your posting.

It contains spaces for 6,000 loads. Each page is ruled with column headings as follows: Date; Ledger Folio; To Whom Sold; Gross; Tare; Net; Price Per Ton; Amount.

This book contains 150 pages of good ledger paper printed and ruled. It is well bound in cloth covers with leather back. Size of book 8½ x 14 in. Price, \$1.75. For sale by

GRAIN DEALERS COMPANY,  
10 Pacific Ave., Chicago, Ill.

## Freight Tables...

Showing the rate per bushel, when the rate per 100 lbs. is 3 to 50½ cts. The only tables published which reduce even and half cent rates per hundred weight to the correct amount of freight per bushel.

This table is printed in two colors on white bristol board, from heavy faced type. The red figures denote the rate per hundred and the black figures the freight per bushel, at the rates specified. The tables are used for wheat at 60 pounds, corn 56 pounds, barley 48 pounds and oats 32 pounds, at any cent or half-cent rate, 3 to 50½ cents.

Price 15c. per copy. Two copies for 25c.  
Or ten for \$1.00.

GRAIN DEALERS COMPANY,  
10 Pacific Avenue, Chicago, Ill.

## CLARK'S BARLEY AND MALT TABLES FOR CARLOADS.

Contain four pages of tables reducing carloads of barley, weighing from 20,000 to 64,000 pounds, to bushels of 48 pounds each, and four pages of tables reducing any carload of malt weighing from 20,000 to 64,000 pounds to bushels of 34 pounds each.

These tables are printed in two colors on good paper from heavy faced type, the red figures denoting the pounds and the black figures their equivalent in bushels. They are conveniently arranged and bound in cloth. These tables are invaluable to barley and malt dealers.

Price \$1.00

For sale by GRAIN DEALERS COMPANY,  
10 Pacific Ave., CHICAGO, ILL.

## THE HESS SYSTEM OF GRAIN DRYING.

FOR ELEVATORS.

Dries and cools tough grain to merchantable condition at a cost of \$1.00 per car, or less.

FOR OATMEAL MILLS.

Dries with fire or steam, will dry oats to milling condition with fire in thirty minutes. No contact with hot metal; popping impossible. Stirring done by gravity, without use of power. Any flavor desired is obtained with this drier.

FOR WASHED WHEAT.

Dries in continuous flow; the grain constantly in motion, by gravity, and dried to absolute uniformity.

FOR RICE, COTTON SEED,

and any other grain and seed, or any granular substance, it is the quickest and cheapest method in use.

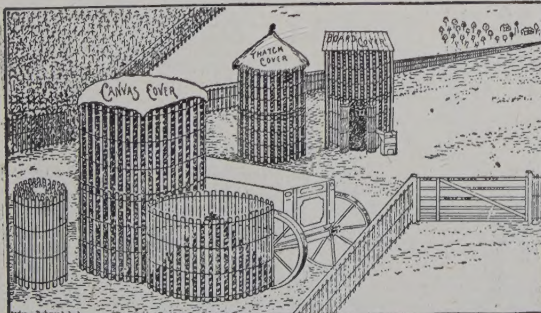
THE HESS DRIER uses less power than any other. It is fireproof, and is the only drier for elevators approved by underwriters, and permitted by them without extra charge. The only machine in successful use in the large terminal elevators of Chicago, Cleveland, Duluth and other grain centers.

All sizes. Write for 1901 catalog. Just out.

Hess Warming and Ventilating Co.,

707 Tacoma Building, Chicago.

## CORN CRIBS



At one cent per bushel.

PORTABLE,  
STRONG.

Warranted to last 20 years.

SAVES LABOR AND EXPENSE  
TO THE CRIBBER.

SELL QUICK AND BRING GOOD PROFITS. SIX SIZES. AGENTS WANTED.

Write at once for Prices and Discounts to Shippers.

Mention this paper.

ELLIOTT & REID CO., Richmond, Ind.

## DOCKAGE TABLES...

Show the amount of dockage at 1½ lbs., 2 lbs., 2½ lbs., 3 lbs., 3½ lbs., 4 lbs. and 5 lbs. per bushel for any sized wagon load of wheat containing from 2 to 600 bushels. This table is constructed to conform to the usual custom of dropping all odd pounds in the weighing of wheat. It is printed on strong cardboard from heavy faced type.

Price, 10 cents each.

FOR SALE BY

GRAIN DEALERS COMPANY,  
10 Pacific Ave., CHICAGO.



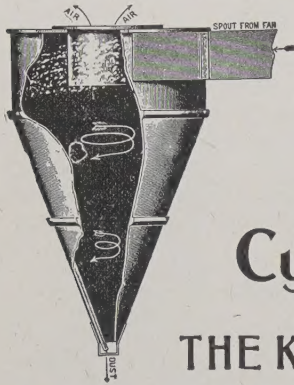
## ELEVATOR BUILDERS.

**YOUNGLOVE & BOGGESS COMPANY,**  
MASON CITY, IOWA.

Contractors, Designers and Builders of Grain Elevators

Write us for ideas and estimates.

Manufacturers Agents and Jobbers of Elevator and Power Transmission Machinery and Supplies.



**Reduce  
Cost of POWER  
INSURANCE**

As well as danger to employes by  
equipping your elevator with

**Cyclone Dust Collectors**

MADE BY

**THE KNICKERBOCKER CO.** Jackson, Mich.

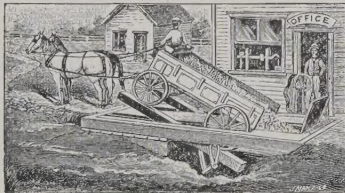
**To ELEVATOR CONTRACTORS**

WE WILL SAVE YOU MONEY.

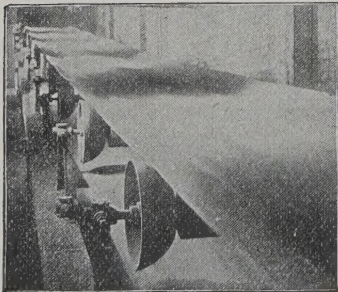
**BUY THE MOST ACCURATE  
DUMP SCALE MADE.**

Write for prices on anything in the scale line.

**N. B. GASTON & SONS,**  
BELOIT, WIS.



## GRAIN ELEVATOR MACHINERY.



GRAIN CONVEYOR.

Grain Trippers, Car Pullers, Spouting,  
Belt Conveyors, Wagon Dumps, Shafting,  
Pulleys, Gearing, Friction Clutches,  
Rope Sheaves, Link Belting,  
Sprocket Wheels, etc.

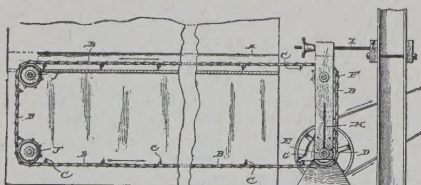
Send for Catalogue No. 25.

**LINK-BELT MACHINERY CO.,**

Engineers, Founders, Machinists,  
**CHICAGO, U. S. A.**

**THE RICHNER  
CHAIN GRAIN FEEDER**

is the most convenient, economical and practical grain feeder for conveying grain from dumps, to feed shellers or elevators.



Elevator and Mill Supplies of all kinds.  
Address **A. H. RICHNER**, Crawfordsville, Ind.

**GRAIN  
ELEVATOR  
MACHINERY.**

SEND FOR CATALOGUE No. 40.

**GREAT WESTERN MFG. CO.**

GENERAL OFFICE AND FACTORY,  
LEAVENWORTH, KANS.

WAREHOUSE AND SALESROOM,  
KANSAS CITY, MO.

**C. M. Seckner  
Engineering Co.**

Designers and Builders of

**Grain Elevators.**

Contracts taken for all kinds of Heavy Work.  
Estimates furnished if desired.

525-527 Unity Bldg. 79-81 Dearborn St.  
**CHICAGO.**

**NOTICE !**

Our NEW CATALOG will be out in about thirty days (February 20th). Every one buying or using Grain Handling Machinery should have one. Get machinery made by expert engineers, it is always the best. If interested send for catalog—enclosing stamp.

**W. W. LOCKWOOD,**  
WINFIELD, KANSAS.

**R. ADELBERT DEWEES,**

**ATTORNEY AND COUNSELOR,**

SUITE 814 TACOMA BUILDING,

**CHICAGO.**

**ELEVATOR SUPPLIES**

GAS AND STEAM ENGINES

**H. L. THORNBURGH & CO.**

245-7 S. JEFFERSON ST.  
**CHICAGO, ILL.**

**Grain  
Elevator  
Machinery**

ENGINES  
BOILERS  
AND  
SUPPLIES

Write for Estimates.

**DES MOINES MFG. &  
SUPPLY CO.,** 101 E. Court Av.  
**DES MOINES, IA.**

CLEANING MACHINERY,  
CORN SHELLERS AND CLEANERS,  
TRIPPERS, CAR PULLERS,  
BELT CONVEYORS,  
POWER GRAIN SHOVELS,

**ELEVATOR SUPPLIES.**

BELTING, BUCKETS,  
HEADS AND BOOTS,  
CONVEYOR, SCALES, Etc.



## ELEVATOR BUILDERS.

### E. LEE HEIDENREICH,

541 Rookery, CHICAGO.

Designer and Builder of Grain Elevators  
MONIER CEMENT TANKS  
A SPECIALTY.

### MACDONALD ENGINEERING CO.

Designers and Builders of  
Grain Elevators,

Monadnock Building. CHICAGO, ILL.

### IF YOU INTEND TO BUILD A GRAIN ELEVATOR

You will profit by examining my plans of conveniently arranged houses. I study to economize space, labor and power. Complete elevators of any capacity built under one contract.

M. J. TRAVIS, Atchison, Kan.

### FRED GROTENRATH,

CONTRACTING MILLWRIGHT.

GRAIN ELEVATORS a Specialty.

Plans, Specifications and Estimates furnished on short notice for complete power plants of all descriptions. Correspondence solicited.

111 W. Water St., MILWAUKEE, WIS.

### RELIANCE M'F'G. CO.

Manufacturers of the Reliance Grain Cleaners.

DESIGNERS AND BUILDERS OF

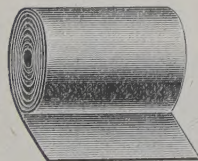
**Grain Elevators,**

Complete Equipments for Elevators and Mills.

1521, 1523 Bates St., Indianapolis, Ind.

### BELTING

FOR  
CONVEYORS  
AND  
ELEVATORS  
ALSO



Fire Hose,  
Packing, etc.

We furnished the belting for the Pioneer Steel Elevator. Let us figure with you.

GUTTA PERCHA & RUBBER MFG. CO.,

96-98 LAKE, ST., CHICAGO.

BROWN & MILLER, Managers.

### Table of Legal Weights.

THIS TABLE shows the legal weights in pounds per bushel of grain and grain products, etc., as provided for by law. This book is well bound in a strong cloth cover. Price 50 cts.

For sale by

GRAIN DEALERS COMPANY,

10 Pacific Ave. CHICAGO, ILL.

### GEO. M. MOULTON & Co.

BUILDERS

ARCHITECTS AND ENGINEERS

GRAIN ELEVATOR CONSTRUCTION

FISHER BUILDING

CHICAGO

### John S. Metcalf Co.

ELEVATOR  
BUILDERS,

1075 WEST 15TH STREET.

Plans and Specifications a specialty. CHICAGO.

## THE BARNETT & RECORD CO.

MINNEAPOLIS, MINN.

....Contractors and Builders of....

## Grain Elevators

## Wm. Graver Tank Works

MANUFACTURERS AND BUILDERS OF

STEEL STORAGE TANKS

...AND...

## Steel Elevators



We  
Build

Storage

For  
Any  
Commodity  
Of  
Any  
Capacity

GENERAL OFFICES,

303 Dearborn Street, CHICAGO.

## LIVE STOCK DEALERS

Consign Your Stock and Address Your  
Correspondence to

ROSENBAUM BROTHERS & CO.

Union Stock Yards.....CHICAGO.

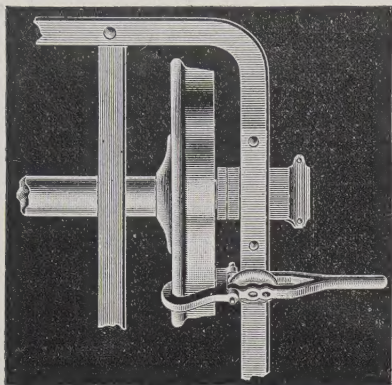
KANSAS CITY.

OMAHA.



## THE SPECIAL CAR MOVER.

(Patent applied for.)



The Special Car Mover.

ping bin chutes, also a special grain spout to connect chute with loader.

We are patentees and manufacturers of the **Incline Elevator and Dump**. It is the best and cheapest ear corn and small grain storage. Grain dealers, farmers and feeders plants solve the problem of cribbing ear corn, etc., without shoveling.

Write for full particulars.

**H. Kurtz & Son, Sac City, Iowa.**

Applies the power in the direct course of the revolution of the wheel. It moves a car with less power and greater speed than any mover on the market. Price \$5, F. O. B. Sac City, and shipped C. O. D. subject to examination before accepting.

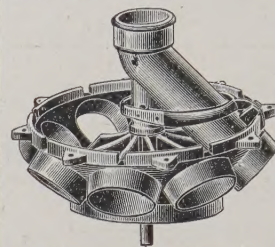
## THE CONVEYOR CAR LOADER.

(Patent applied for.)

Loads a car at a speed of 2,000 to 4,000 bushels of shelled corn, wheat, oats, etc. per hour and  $\frac{1}{2}$  as much ear corn. Requires  $\frac{1}{2}$  horse power and  $\frac{1}{3}$  as much can be loaded by crank and hand power, and operator is out of the dust. It can be connected conveniently to any number of shipping bins. Price \$35, F. O. B. Sac City, and shipped C. O. D. This price includes rope transmission connection to your power and to any number of shipping bins.

## THE Concord Stage Coach

In its day was perfection for comfortable traveling. They were sent to all quarters of the globe, farther than the Pullman goes to-day. But alas! they are out of date for cannon ball traveling and must give way to the march of genius, to Pullmans and Wagners.



## The Hall Grain Distributor

is a mechanical, up-to-date device, the Pullman and Wagner system of grain distribution and the ordinary turnspout is the stage coach, seasick, jolting, dusty method.

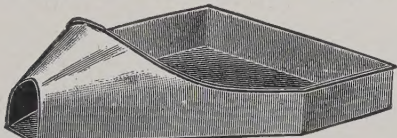
Patented April 17, 1900.

and the ordinary turnspout is the stage coach, seasick, jolting, dusty method.

Send for booklet to **Hall Distributor Co.**,  
519 First National Bank Bldg., OMAHA, NEB.

## GRAIN SAMPLE PAN

For Examining Samples of Grain and Seeds.



Made of Aluminum. The Lightest Pan made, will not Rust or Tarnish, always stays Bright.

Grain Size,  $2\frac{1}{4} \times 12 \times 16\frac{1}{2}$  ins. .... \$1.25  
Seed Size,  $1\frac{1}{8} \times 9 \times 11$  ins. .... 1.00  
Grain Size, in Russia Iron. .... .50

GRAIN DEALERS CO., 10 Pacific Ave., CHICAGO, ILL.

## LOCATIONS FOR INDUSTRIES.

The name of the Chicago, Milwaukee & St. Paul Railway has long been identified with practical measures for the general upbuilding of its territory and the promotion of its commerce, hence manufacturers have an assurance that they will find themselves at home on the company's lines.

The Chicago, Milwaukee & St. Paul Railway Company's 6,300 miles of railway, exclusive of second track, connecting track or sidings, traverses eight States, namely:

NORTH DAKOTA.	MINNESOTA.	NORTHERN MICHIGAN.
SOUTH DAKOTA.	IOWA.	WISCONSIN.
Express Passenger Trains Fast Freight Trains Throughout	MISSOURI.	ILLINOIS.

which comprise a great Agricultural, Manufacturing and Mining territory.

The Chicago, Milwaukee & St. Paul Railway Company gives unremitting attention to the development of local traffic on its lines and, with this in view, seeks to increase the number of manufacturing plants on its system either through their creation by local enterprise or the influx of manufacturers from the East. It has all its territory districted in relation to resources, adaptability and advantages for manufacturing. Specific information furnished manufacturers in regard to suitable locations. Address,

LUIS JACKSON,

Industrial Commissioner C., M. & St. P. R'y,  
660 Old Colony Bldg., Chicago, Ill.

THERE ARE MORE

# PAINE-ELLIS GRAIN DRIERS...

in operation on this continent than all others combined.

**WHY?** Because they are the only Machines that will handle with equal facility grain containing 50 per cent. moisture to that simply damp and musty.

These Machines will operate successfully and rapidly at a temperature as low as 110 degrees. Practical millers and elevator men will appreciate this.

IT IS ONE THING TO KILN DRY  
AND ANOTHER TO PUT EVERY KERNEL  
OF GRAIN INTO ITS NORMAL CONDITION  
BY NATURE'S OWN METHOD.  
WE CAN DO IT.

For particulars, address....

## THE PAINE-ELLIS GRAIN DRIER CO.

53 Chamber of Commerce.

MILWAUKEE, WIS.

## IF YOU WANT

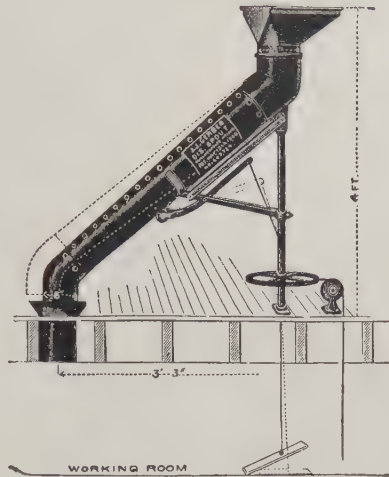
To buy, sell, rent or lease an elevator, or buy or sell machinery, try a liner ad. in the GRAIN DEALERS JOURNAL; its inexpensive and effective.



## Coal Dealers Rapid Reckoner.

The Retail Coal Dealers Rapid Reckoner is printed on heavy bristol board and designed to be hung beside office desk to assist dealers in quickly computing the value of a load of coal. It shows the value of even hundred weights, and of 1,000 to 60,000 pounds of coal at 75 cents to \$9 per ton. Its use will facilitate the work of finding the value of a load of coal and prevent errors. Price, 50 cents. Address

GRAIN DEALERS COMPANY,  
10 PACIFIC AVE. CHICAGO, ILL.



## THE GERBER No. 2 IMPROVED DISTRIBUTING SPOUT

(Patented May 15th, 1900. No. 649,724)

SOLD BY

## J. J. GERBER SHEET METAL WORKS

128 Sixth Ave., So., MINNEAPOLIS, MINN.

Mill and Elevator Work a Specialty.

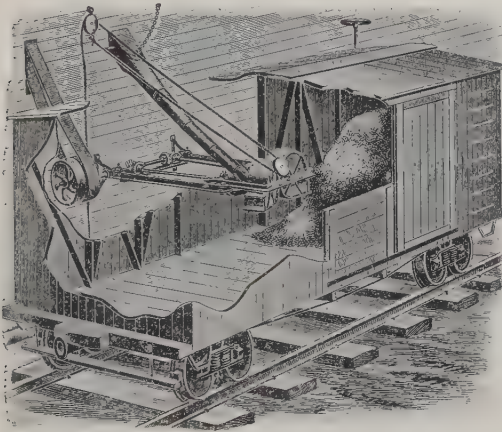
Made of heavy sheet steel with Hopper and Elbows of cast iron. The elbow at discharge end sets into floor or funnels leading to bins making it impossible for the spout to get out of position and mixing grain.

By pressing the foot lever to the floor the end of spout is lifted out of floor funnels and can then be swung to any other bin desired and locked in place. The position of foot lever when released will show whether spout is properly seated in floor funnel or not. Can be used with or without floor funnels. Users say it's the best spout in the market. Try one and be convinced.

AGENTS:

Link-Belt Supply Co. { Minneapolis, Minn.  
Fairbanks, Morse & Co. {  
C. D. Holbrook & Co. {  
Skillin and Richards Mfg. Co., Chicago, Ills.  
Des Moines Mfg. & Supply Co., Des Moines, Ia.

## The Champion Car Loader



Will fill each end of the car at the same time.

Has a capacity of 6,000 to 9,000 bushels per hour.

A perfect success.

Write the inventor and pioneer manufacturer of the rotary car loaders, for full particulars.

Manufactured by

E. H. REYNOLDS,  
STERLING, ILL.

## Clarks Car Register.

Indispensable to grain receivers and large shippers. Affords ready reference to the entry or record of any car number.

All numbers are separated into 100 divisions, indexed by first and second right-hand figures, so one can quickly find the record of any car entered. In looking for 9846, turn to the marginal index for the unit, 6, on that page find column 4, and follow blue line in column to figure 8, which will be the number wanted.

The book comprises double pages of heavy paper ruled in columns for initials, car number and record of 7,500 cars. Well bound, 11x14 1/2 inches. Price \$1.50.

The same book, with space for registering 15,000 cars. Price \$2.50.

Sold by GRAIN DEALERS COMPANY,  
10 Pacific Ave., CHICAGO, ILL.

## Clarks Grain Tables

AVOID UNNECESSARY FIGURING,  
PREVENT ERRORS IN COMPUTATIONS  
BY USING

CLARK'S STANDARD SERIES  
OF GRAIN CALCULATORS,  
FOR REDUCING POUNDS TO BUSHELS.

Clark's Grain Tables for Wagon Loads reduces team scale weights to bushels. This book is prepared for use by Country Buyers. It contains 9 tables, showing the number of bushels in any load from 100 to 4,000 lbs. The first table is for reducing weight of oats to bushels of 32 lbs.; the second is for oats at 35 lbs.; the third is for barley, Hungarian grass and cornmeal at 58 lbs. to the bushel; the fourth is for shelled corn, rye and flax seed at 56 lbs. to the bushel; the fifth is for wheat, clover seed, beans, peas and potatoes at 60 lbs. to the bushel; the sixth, seventh and eighth are for ear corn at 70, 75 and 80 lbs., respectively, to the bushel; the ninth is for timothy seed at 45 lbs. to the bushel. All of the tables are printed in heavy faced type on good paper. The price of this book, bound in strong manilla cover paper, is 50 cents.

Clark's Vest Pocket Grain Tables include tables reducing any number of pounds from 60 to 100,000 to bushels of 56 lbs., 60 lbs., 48 lbs., 70 lbs., 75 lbs., 80 lbs. and 45 lbs. They are bound in tough paper and form a thin book 2 3/4 inches wide by 8 1/4 inches long. Price 50 cents.

Clark's Grain Tables for Car Loads reduces any amount from 20,000 to 64,000 lbs. to bushels, and is designed for use by Shippers and Commission Merchants. It is printed on good paper from heavy faced type and bound in cloth. It contains 16 tables, which show the equivalent in bushels of 32, 56, 60 and 48 lbs., of any amount from 20,000 to 75,000 lbs. Price \$1.50.

Bushel Values is a companion table for wagon loads. It shows the cost of bushels and lbs., when the market price is any amount from 15 cents to \$1.04 per bushel. It is conveniently arranged and easily understood. It is printed on good paper and bound in heavy cover paper. Price 50 cents.

Any of the above tables can be obtained from the  
GRAIN DEALERS COMPANY,  
10 PACIFIC AVE. CHICAGO, ILL.

## DO YOU WANT

The grain trade news? Then subscribe for the GRAIN DEALERS JOURNAL, which is published on the 10th and 25th of each month by the Grain Dealers Company, at 10 Pacific Avenue, Chicago, for \$1.00 per year.

## SALES, SHIPMENTS AND RETURNS BOOK

is invaluable to the country grain man in keeping record of his sales and shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10 1/4 x 16 1/2 inches, used double. The left hand pages are ruled for information regarding SALES and SHIPMENTS; the right hand pages for RETURNS. Under SALES the column headings are Date, Amount Sold, Price, Grain, Terms. Under SHIPMENTS are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under RETURNS are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks. Each book has room for records of about 1400 car loads. It is bound with substantial leather covers and printed on linen ledger paper.

Price, \$1.50. For sale by

GRAIN DEALERS COMPANY,  
10 Pacific Ave. CHICAGO, ILL.

## Grain Register

For Country Buyers is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8 1/4 x 14 inches and at the top of the columns are printed Date, Name, Article, Gross and Tare, Number of Pounds, Number of Bushels, Price, Amount, Bin Number, and Remarks. Each page has spaces for 26 wagon loads and each book contains 100 pages, making each book contain spaces for records of 2,600 loads. The book is well printed on linen ledger paper, ruled in four colors and substantially bound in leather covers.

PRICE - - \$1.25.

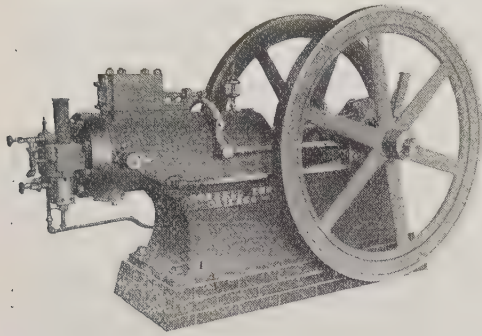
For Sale by

GRAIN DEALERS COMPANY,  
10 Pacific Ave., CHICAGO, ILL.

## Grain Trade Books

of all kinds can be obtained at the office of the  
GRAIN DEALERS JOURNAL, CHICAGO.





SEND FOR OUR NO. 2 CATALOG.

## SKILLIN & RICHARDS MFG. CO.,

241-245 S. JEFFERSON ST.

CHICAGO, ILL.

MANUFACTURERS OF Grain Elevator Machinery  
OF THE MOST APPROVED KIND.

Rope Transmission.

Link Belting.

Sprocket Wheels.

Pulleys, Hangers, Etc.

Steel Plate Friction Clutches.

Rubber, Leather and Cotton Belting.

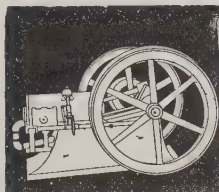
Spiral and Belt Conveyors.

Elevator Bolts and Washers.

Salem Elevator Buckets.

Makers of the BURRELL ENGINES for Gas and Gasoline.

POPULAR, RELIABLE AND GOOD.



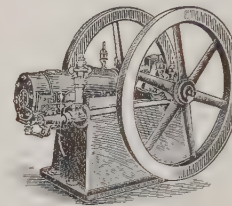
STATIONARY  
PORTABLE  
PUMPING  
Best That

GAS AND GASOLINE ENGINES  
1½ to 50 H. P.

can be built, hence money can buy It  
We guarantee and can prove  
Our catalog will interest you, because it describes  
and illustrates all that is best and most modern in  
gas engines.

Monarch Gas Engine Co., 3512 E. N. Y. St., Indianapolis, Ind.

THE  
MONARCH  
GAS  
ENGINE  
CO.



THE BROWN  
GASOLINE ENGINES

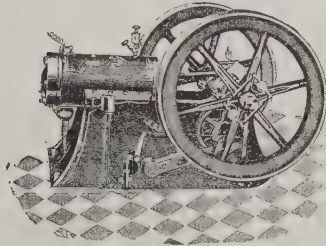
are simple, reliable,  
and economical. For  
full information, ad-  
dress,

Brown Gas Engine Co.  
COLUMBUS, OHIO.

### Power for Every Class of Work.

Engines Sold on their Merits  
and Power Guaranteed

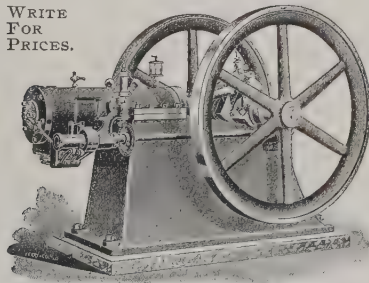
Write for Catalog, Terms and Prices.



The Waterloo Gasoline Engine Co. Cedar St.,  
Waterloo, Ia.

The Columbia GAS and GASOLINE  
ENGINES.

WRITE  
FOR  
PRICES.



E. L. GATES MFG. CO.,

66-70 So. Canal St.,

CHICAGO, ILL.

A BOOK OF  
SPROCKET CHAIN  
APPLIANCES  
WEBSTER MFG. CO.

Our book of Sprocket Chain Appliances, also our  
book of Power Transmitting Appliances are full of  
valuable information for all who are interested in  
either of these lines. We will take pleasure in  
mailing them on application. Have you received our  
March 1st Price Current?

WEBSTER MFG. CO.

1075 W. Fifteenth Street, CHICAGO, ILL.

38 Dey St., NEW YORK CITY.

## Cifer Codes

USE A GOOD TELEGRAPH  
CIPHER CODE :: PREVENT  
ERRORS, REDUCE THE COST  
OF SENDING MESSAGES AND  
PREVENT CONTENTS BECOMING  
KNOWN TO AGENTS :: :: ::

ROBINSON'S TELEGRAPH CIPHER CODE is used  
more extensively by the grain trade than all  
others combined. Well arranged. Compact;  
can easily be carried in the pocket. Well  
printed on good paper. Bound in leather,  
\$2.00; cloth, \$1.50.

A, B, C, INTERNATIONAL CODE is used more exten-  
sively in international trade than any other.  
Bound in cloth, 480 pages. American Edi-  
tion, \$5.00.

BALTIMORE EXPORT CABLE CODE, the latest, sim-  
plest and most popular code used in the ex-  
port grain trade. Bound in leather, 152  
pages. Price, \$8.00.

COMPANION CABLE CODE, a complete general code,  
with words from the official telegraph vocab-  
ulary. Bound in cloth, 144 pages. Price,  
\$5.00.

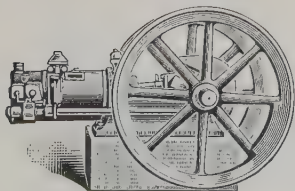
JENNING'S NEW ENGLAND TELEGRAPH CIPHER AND  
DIRECTORY. Bound in morocco, \$3.00.

STEWART'S INTERNATIONAL CODE. By means of  
which any number from 1 to 1,000,000 can be  
expressed by a single word of not more  
than ten letters. Bound in paper, 22 pages.  
25 cents.

UNITED STATES CIPHER CODE. Bound in cloth, 136  
pages. price, 3.00.

For any of the above, address

GRAIN DEALERS CO.  
10 PACIFIC AVENUE, CHICAGO, ILL.



58,000  
Otto Gas AND Gasoline Engines

Were Sold up to June 30, 1900

These Engines aggregate 290,000 H. P., a proud record with which  
to begin the new year and century. If you need power we would  
like to enroll you among our users.

Chicago Representative,  
T. W. SNOW,  
360 Dearborn St.

OTTO GAS ENGINE WORKS  
PHILADELPHIA, PA.

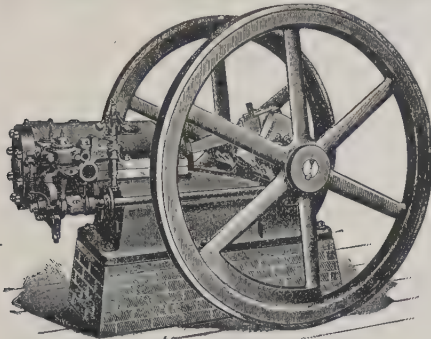
OATS CLIPPED, CLEANED  
AND MIXED  
AT THE

Nickel Plate Elevator,

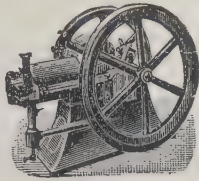
Operated by HARRY G. CHASE, 10 Pacific Ave.  
...CHICAGO...



## The "New Era" Gas and Gasoline Engines.



If interested write for particulars to  
**THE NEW ERA IRON WORKS CO.,**  
 No. 86 Dale Ave. DAYTON, OHIO.



## Just the Thing for Grain Trade

No intricate parts to get out of order and all vital parts are enclosed in a housing and run in an oil bath.

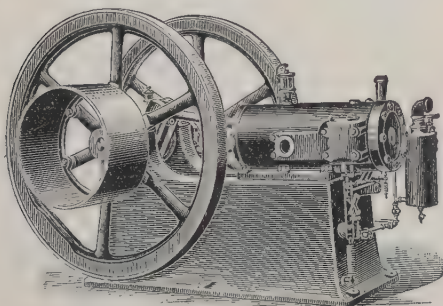
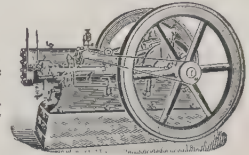
Get Our New Catalogue and Prices.

**Weber Gas & Gasoline Engine Co.,**

Main Office and Factory, KANSAS CITY, MO.  
 P. O. Box 1114-B.

## FOOS GAS and GASOLINE ENGINES.

Adapted for Elevators, Mills, Factories, Pumping, Farms and ALL Power Purposes. Largest exclusive Gas Engine Factory in America. Engines in stock for quick delivery in all principal cities. Full particulars on application. Write for catalogue 11.  
**FOOS GAS ENGINE CO.,** Lock Box 155, SPRINGFIELD, O.



## Original LEWIS Gasoline Engines

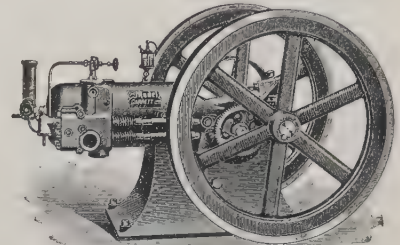
MOST POPULAR AND RELIABLE FOR

**GRAIN ELEVATORS, WATER WORKS, ELECTRIC PLANTS**

Volume Governor, Double Exhaust Air Adjustment to Regulate Mixture

GOLD MEDAL WORLD'S FAIR-1893  
 TWO GOLD MEDALS, OMAHA-1899

**J. Thompson & Sons Mfg. Co. Beloit, Wis.**

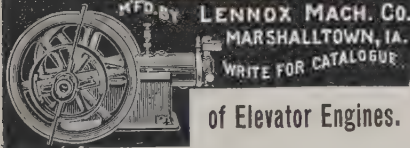


## The Model Gas & Gasoline Engine

It always pays to buy the best, the simplest, and the One that costs the least to operate and keep in repair.

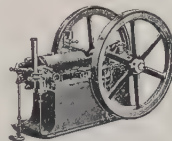
Write us for guarantee and compare with others.  
**Model Gas Engine Co.**  
 AUBURN, IND

## LENNOX GAS ENGINE



of Elevator Engines.

## BRUNNER ELEVATOR ENGINE



FOR GRAIN ELEVATORS.

From 1 to 30 H. P.

Write for descriptive circular.

**CHARLES BRUNNER, Mfr.,**  
 Peru, Ill.

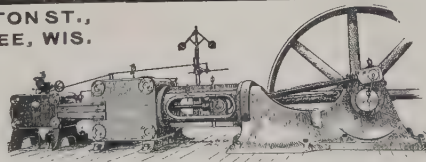
**THE VILTER MFG. CO.,** 836 CLINTON ST., MILWAUKEE, WIS.

## IMPROVED Corliss Engines

BOILER, HEATERS and PUMPS.

"EASY" CAR PUSHER, \$5.00

Perfect device. Order one on trial.



## THE GAS AND GASOLINE ENGINE AND ITS AGE....

BY NORMAN & HUBBARD.

Is a practical hand book of questions and answers; a reference book for users and those contemplating the purchase of a gas or gasoline engine. It gives a historical review of the growth of the gas and gasoline engine and the features that are essential to the good working of a gas or gasoline engine. It gives a long list of questions and answers which are invaluable to users, describes an indicator, the pounding of engines, precautions in running a gas engine, etc. It also gives a description of nearly all the prominent makes of American engines. Besides a very complete set of rules and tables, which are invaluable to operators of engines. This book is of convenient size, well bound in cloth covers, printed on book paper, and profusely illustrated. Price \$1.

For Sale by  
**GRAIN DEALERS COMPANY,**  
 10 Pacific Avenue, CHICAGO.

## YOU CAN GET...

GRAIN DEALERS JOURNAL

and Hay Trade Journal.....	for \$2.00 per year
" Millers' Review .....	" 1.50 "
" Toledo Daily Market Report .....	" 1.50 "
" Minneapolis Daily Market Record .....	" 3.00 "
" American Lumberman .....	" 3.00 "
" The Operative Miller .....	" 1.50 "
" Harper's Magazine .....	" 4.00 "
" Harper's Weekly .....	" 4.25 "
" Modern Miller .....	" 2.25 "
" Scribner's Magazine .....	" 3.50 "
" Review of Reviews .....	" 3.00 "
" Century Magazine .....	" 4.50 "
" St. Nicholas .....	" 3.50 "

You can get the Grain Dealers Journal and any one of the publications mentioned above by sending the sum set opposite the name of the publication desired to.....

**GRAIN DEALERS COMPANY, 10 Pacific Ave., CHICAGO, ILL.**



# GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## ELEVATORS FOR SALE.

ELEVATOR and live stock business for sale in western Iowa. Box 5, Halbur, Ia.

SMALL elevator with 4-h. p. gasoline engine and lumber yard in connection. Address owner, H. J. Kapfer, Arbela, Mo.

ELEVATOR, 15,000-bu., lumber yard, coal and stock business for sale. Doing good business. C. P. Starbuck, Gilead, Neb.

ELEVATOR in best wheat country in Oklahoma for sale cheap and part on time if desired. W. T. Donahoe & Co., Perry, Okla.

TWO elevators in eastern Nebraska for sale; doing good business; good reason for selling. Donald, box 1, care Grain Dealers Journal, Chicago.

NEARLY NEW gasoline power elevator in good shape, good location. Bargain for anyone wanting an elevator. Address Box 81, Yetter, Iowa.

ELEVATOR, residence and coal sheds for sale; steam power, 30 x 40, 20,000-bu., with 50,000-bu. crib room. George H. Sims & Son, Portsmouth, Ia.

ELEVATOR in fine grain territory on B. & O.; well built, in good repair; 10,000-bu. 12-h. p. gasoline engine; price low. H. G. Frese, Sherwood, O.

NEW, 3,500-bu. horse power elevator on Santa Fe in Oklahoma, for sale. Correspondence solicited. H. D. C., box 1, care Grain Dealers Journal, Chicago.

SMALL Ohio elevator, well equipped, with land and dwelling. Sure income for man with small capital. J. C., box 1, care Grain Dealers Journal, Chicago.

ELEVATOR and coal shed for sale, with 8-room house, barns and warehouses near. Good location: plenty of grain. Peter Lorenz, Hillsboro, Kan.

WISCONSIN elevator, with first-class equipment, for sale cheap; on N. W. R. R., 40 mi. from Milwaukee. Address Geo. H. Crowns, Port Washington, Wis.

ELEVATOR and livestock business in eastern Neb. Good location, shipped 150 cars last year and will do as much this year. Good reason for selling. Bartlett, box 1, care Grain Dealers Journal, 10 Pacific-av., Chicago.

ELEVATOR and coal business for sale, situated in good locality with wide territory in northwestern Iowa; capacity, 100,000 bu., crib room, 20,000 bu. corn. Address W., box 12, care Grain Dealers Journal, Chicago.

GRAIN business for sale at two points, handling 350 cars last year, without opposition. One dump, 2,000 bu. capacity; one elevator, 6,000 bu. capacity. S. E., box 7, care Grain Dealers' Journal, 10 Pacific-av., Chicago, Ill.

MILL & ELEVATOR in the best grain belt cent. Ill. Capacity of mill 50 bbl., of elevator 40,000 bu.; both in first class condition and doing good business. or will exchange for good farm land. A. J. C., box 1, care Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR SALE.

ELEVATOR for sale in one of the best farming sections of Ohio. For further particulars, please address J. J. S., 27 Wesley block, Columbus, O.

WAREHOUSE, the only one in town, with exclusive sale of flour, salt and cement, 15-h. p. gas engine, elevator, grain cleaner, feed grinder, sheller; also dwelling. H. Cushman, Rewey, Wis.

## ELEVATORS WANTED.

WANTED to buy or lease, an Ohio elevator. Address box 170, Marengo, O.

LEASE wanted on elevator in good location in Iowa. Give full particulars by mail. W. E. Ebling, Aredale, Ia.

WANTED: a first-class elevator, by W. C. S.; box 1, care Grain Dealers Journal, 10 Pacific ave., Chicago, Ill.

ELEVATOR wanted to buy, in N. W. Ia. or S. Minn. Must be in good grain town. Address Box 22, Meriden, Ia.

SMALL elevator wanted to buy or lease in Nebraska or Iowa. E., box 2, care Grain Dealers Journal, 10 Pacific-av., Chicago, Ill.

ELEVATOR wanted in Iowa or Illinois. Will pay the right price cash for a good grain business. Address Turner Bros., Cumberland, Ia.

LEASE wanted on good elevator in good Ohio town doing 100 or more cars a year. J. C. S., box 1, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR wanted in corn and oats belt in Illinois or Iowa. Give price and business in first letter; must purchase soon. M. E. Howrey, box 59, Kemp, Ill.

ELEVATOR wanted at good grain point in Central Iowa, Hamilton, Webster or Hardin Co. preferred. Will pay cash. Address C. F. Austin, Gardner, Ill.

ELEVATOR wanted in eastern Nebraska or western Iowa. Will pay right price for good grain business. Give full particulars first letter. L. Box 203, Palmer, Neb.

UP-TO-DATE elevator wanted to buy, in corn and oats belt of Indiana, doing good business. Give full particulars in first letter. H. A. C., box 1, care Grain Dealers Journal, Chicago, Ill.

WANTED, to lease with privilege of buying, a grain elevator in good location, Iowa or Minnesota. Give full particulars by mail. Address G., Box 5, care Grain Dealers' Journal, 10 Pacific-av., Chicago, Ill.

## FOR SALE-MISCELLANEOUS.

BAGS, 5,000 2d-hand grain, at 8 cents each. Foell & Co., St. Louis, Mo.

CORN CRIB VENTILATORS, adjustable, fit any crib, reduce liability of deterioration to a minimum, the invention of N. S. Beale, Tama, Iowa. Write for particulars.

## MACHINES FOR SALE.

WESTERN Corn Cleaner for sale; used 3 years. Lock box 25, Mansfield, Ill.

OAT clipper and bran duster for sale, almost new. Jacob Beck & Sons, Detroit, Mich.

VICTOR Sheller No. 0, and 1 dustless corn cleaner for sale. W. H. Caldwell, 1,117 Royal Ins. bldg., Chicago, Ill.

MONITOR No. 4, Improved Warehouse Separator, for sale; good as new. Crabbs & Reynolds, Crawfordsville, Ind.

NEW PROCESS warehouse sheller (only); 300-bu. per hour cap.; good as new; price right. R. Whisler & Son, Farragut, Iowa.

FLOUR BOLT, Holt's Inter-Elevator No. 1, used only short time; will sell cheap. Wm. R. Perrin & Co., 46th & Loomis Sts., Chicago.

OAT CLIPPERS, secondhand, for sale at a bargain: two No. 5 "Eureka." Address R. B., box 7, care Grain Dealers Journal, 10 Pacific av., Chicago.

SCREW conveyor, elevator boots and belting, and Cyclone Dust Collector for sale. Write for catalog No. 326. The Chicago House Wrecking Co., W. 35th and Iron-sts., Chicago, Ill.

ROLLER FEED MILLS, portable burr stone mills; meal bolts and sieves; elevating and conveying machinery, buckets, bolts, belting, shafting, pulleys, etc., etc. Address, The E. E. Hollister Co., Quincy, Ill.

CHEAP for cash; one 3,000 lb. warehouse grain scale, Howe; 50 ft. sprocket chain elevator, 4 x 5 1-2 in. buckets; steel boot with sprocket, head pulley, etc.; 2 qt. tester; sack truck; car trucks; all nearly new, little used, owner out of grain trade. A. N. Searle, Lynxville, Wis.

SEPARATORS, SCOURERS, OAT clippers, corn scourers, shafting and hangers, and mill and elevator supplies, for sale. Also dealers in secondhand mill and elevator machinery. Send us your specifications and we will do the rest. Address A. S. Garman & Sons, Akron, Ohio.

CHEAP to close: 3 No. 3 double separators and cleaners with 2 blast fans and 2 sets of sieves and screens. Cleans and screens the grain twice in one operation. Can be fitted to clean any kind of grain and seeds. Capacity, 500 bu. Hundreds in use giving perfect satisfaction. Johnson & Field Mfg. Co., Racine, Wis.

## MISCELLANEOUS.

READ the articles on Corn Crib Ventilators in the Grain Dealers Journal for Dec. 10, 1900, and Jan. 10, 1901, the invention of N. S. Beale, Tama, Iowa. Its use will save you money.

## MILLS FOR SALE.

ROLLED OATS AND PEARL BARLEY MILLS for sale on account of death of owner. Fully equipped, ready to operate. Fine water power. Will be sold at low price to close estate. Fenton Bagley, administrator, Zanesville, O.



# GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## ENGINES FOR SALE.

GAS engine for sale, 25-h. p. Seymour & Peck Co., 288 W. 20th-pl., Chicago.

LEWIS 12-h. p. gasoline engine \$250, complete, in 1st class running order. F. L. Ream, Tower Hill, Ill.

WEBSTER 4-h. p. upright gasoline engine, for sale; good as new; write for price. Sage Bros., Avoca, Minn.

GAS and Gasoline Engines, 2 to 25-h. p. For particulars address The Carl Anderson Co., Jefferson and Fulton sts., Chicago.

GASOLINE engines 2 to 8 h. p. No better built and price right. Catalog. Complete electric and pumping plants. J. D. Wallace, Champaign, Ill.

WE BUY AND SELL all good second-hand machinery. We pay cash. Write us. American Iron Works, 219-221-223 East 1st-st., Des Moines, Ia.

GASOLINE engines for sale; 3-h. p. Gus, 5-h. p. Fairbanks, 7-h. p. Otto, 15-h. p. Chicago, 40-h. p. Wolverine. Backus Gas Engine Co., 171 Lake St., Chicago.

GAS engines for sale at bargain: 50-h. p. Foos; 30-h. p. White & Middleton; 22-h. p. Otto; 12-h. p. Chicago; 5, 10 and 15-h. p. Webster; 6, 12 and 15-h. p. Fairbanks. A. H. McDonald, 36 W. Randolph, Chicago.

## SECOND HAND GAS AND GASOLINE ENGINES.

One 44-h. p. Fairbanks-Morse, in first-class condition.

One 30-h. p. Pierce, as good as new, used only six months.

Also 5-h. p. Racine, and 2½-h. p. Webster. Write for prices to

C. P. & J. Lauson 151 W. Water St., Milwaukee, Wis.

## LOCATIONS FOR ELEVATORS

in Illinois, Iowa and  
Minnesota on the line of the

## Chicago Great Western Ry.

Opportunities for men with capital to invest in paying modern elevators. No section of the country is so free from crop failures. Write for maps and full information.

W. J. REED,

Industrial Agt., C. G. W. Ry.  
604 Endicott Bldg.  
St. Paul, Minn.

## SITUATION WANTED.

POSITION wanted in elevator by experienced man; best reference. Box 27, Trivoli, Ill.

POSITION wanted as bookkeeper and manager of grain business. Will give best of reference. Address S. A. P., box 264, Quincy, O.

POSITION wanted as manager of elevator, or buyer or office work: 17 years' experience. Good references. Address Box 17, Eustis, Neb.

SITUATION wanted by young man with several years experience in grain business, as buyer or bookkeeper. P. O. box 82, Prairie City, Ill.

POSITION wanted by an experienced grain buyer. References furnished and required. Understand steam and gasoline engines. Address E. S. B., box 2, care Grain Dealers Journal, Chicago.

POSITION as grain buyer wanted, for some good, reliable firm either on commission or salary. Am in grain business now, but want some place handling more business. R. E. P., box 1, care Grain Dealers Journal, Chicago, Ill.

SITUATION wanted as traveling auditor for line elevators: 12 yrs. experience buying grain, managing and operating elevators. Now engaged as bookkeeper. Best references. A. W. W., box 11, care Grain Dealers Journal, Chicago, Ill.

## MACHINES WANTED.

ROLLER feed mill wanted, in good condition. W. E. Fyler, Durand, Ill.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second hand, can get their wants promptly supplied by advertising them in this department.

## ENGINES WANTED.

WANTED: a 12 or 15-h. p. Fairbanks gasoline engine in good order; state how long used, and best spot cash price. A. D., box 12, care Grain Dealers Journal, 10 Pacific Ave., Chicago, Ill.

## GRAIN FOR SALE AND WANTED.

BUCKWHEAT wanted; also rye and soft wheat. H. H. Emminga, Golden, Ill.

TIMOTHY SEED for sale in lots of 25 or 50 bags. J. G. Koehler, Hilliards, O.

BUCKWHEAT SEED for sale; Japanese, Silver Hull and Common. Curtis Bros., Reed City, Mich.

NO CORN will spoil when stored in cribs equipped with movable crib ventilators invented by N. S. Beale, Tama, Ia.

SEED OATS wanted, car lots; mail sample and price delivered Marcellus Sta., N.Y. F. B. Mills, Rose Hill, N.Y.

OUR NEW WHITE OAT, the "Pere Marquette" native of northern Michigan. Very prolific. Sample and prices on application. Curtis Bros., Reed City, Mich.

CLOVER SEED for sale: Medium and Mammoth, which we bot from the farmers of this locality. You will get just what you buy and no Buckhorn. We sell in small or large quantities. Cal Baum, Matthews, Ind.

## HELP WANTED.

FOREMAN wanted for cleaning and transfer elevator, experienced in handling all kinds of grain to best advantage; not afraid of work. Give references and salary wanted. Address A. L. W., box 11, care Grain Dealers Journal, Chicago, Ill.

## SCALES FOR SALE.

TRACK scales, 1 pair of 60-ton, entirely new, never having been placed. Satisfactory reason given for selling. Goshen Milling Co., Goshen, Ind.

## SCALES WANTED.

SCALES wanted, second-hand, Fairbanks iron frame, 4-ton. J. M. Burgner, Charleston, Ill.

**GRAIN  
DEALERS JOURNAL**  
10 PACIFIC AVE., CHICAGO, ILL.

190

Gentlemen:—Enclosed find One (\$1.00) Dollar, for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name.....

Post Office.....

State.....



**LUMBER** We sell to everyone at the same price, strictly whole-sale rates. We will sell to anyone.

**JOHN SPRY LUMBER CO.,**

ASHLAND AVE. AND 22ND ST., CHICAGO, ILL.

## Champion Corn Sheller

It's the "Champion," and its rightly named. We think it has no equal—certainly none unless you pay three or four times the "Champion's" price.

Its work is easy and rapid. You ought to see and try the "Champion." It is fully guaranteed. Write for descriptive circular.

**R. H. McGRATH,**

ESTABLISHED 1851.

LAFAYETTE,

INDIANA,

## Keep Dust Out of Your Lungs



### USE THE Hurd Respirator

Made of Soft Rubber Durable, light and easy to wear. Air inhaled through a thin wet sponge, and exhaled through an automatic valve. Price, \$2. each; \$20. Per Dozen.

Morley Respirator Company, Saginaw, Mich.

## Hamilton Rubber Mfg. Co.

MANUFACTURERS OF HIGH GRADE

## RUBBER BELTING

Rubber and Cotton (Rubber Lined) Fire Hose, Packing, Valves, Gaskets, Mats and Matting.

WRITE FOR SAMPLES AND PRICES.

NEW YORK  
PHILADELPHIA  
PITTSBURG

161 East Lake St., CHICAGO.

Telephone Main 2296.

## NOTICE!

We, the undersigned, hereby notify the public that we own and control all the rights for the Process of Bleaching and Purifying Grain under U. S. Letters Patent, Number 592691, issued October 26th, 1897, to E. F. Cazalet, who, for value received, assigned to us all his right, title and interest in said patent on October 30th, 1899.

Notice is also given that any person or persons using such process without obtaining the right to do so from us will be prosecuted according to law; and any person advising us of such violations will be suitably rewarded. We also advise the public that we have no agents, and that all business must be done direct with this office.

**MCCRAY, MORRISON & COMPANY,**  
KENTLAND, INDIANA.

## The Tiger Corn Sheller

and CLEANER is the Best on Earth

Try one or more and be convinced  
This is no josh

For price and particulars, address

## City Iron Works

GRAND LEDGE, MICH.

## Every Cent That You Put Into a Monitor Scourer Yields a Money Return.

It means money in your produce—you can always depend on perfect work, saving thereby broken grain and waste of good stock—money saved.

It means less money for repairs, because the Monitor Machines are the best that a conscientious attention to reputation can produce.

It means a long, faithful and thorough service.

You can't get a better machine, and it's odds against you that you won't get as good, anywhere.

We want an opportunity to talk to you—to show you where its good points are—what it has done—what it is doing. We want to send you some literature that will give you an opportunity to judge for yourself, and if you will write us we'll be glad to send our literature to you, or maybe send a man who knows his business, to tell you all about it.

**HUNTLEY MANUFACTURING COMPANY,**  
Silver Creek, N. Y.



Canadians are complaining most bitterly because one of its railroads persists in transporting American wheat<sup>1</sup> at a much lower rate than it will from local Canadian points on its own line. That is not a circumstance to the troubles of shippers along the Big 4 in Indiana.



They are willing, nay expect to be compelled to pay a higher rate on grain than brother bidders who are so fortunate as to live farther West, but they are not permitted to ship it at any rate, in fact cars are denied them.

Transportation companies cannot long afford to give assistance or toleration to unreliable transient shippers. The elevator man is entitled to their protection from this shark and will eventually receive it, without exception.

If you are painfully aware of any trouble or grief threatening or burdening the grain trade, tell your brother dealers what you think about it. Space in our department "Letters from the Trade," is free whenever you wish to use it.

The grain buyer who perversely persists in buying all the grain coming to his market regardless of his competitors and of prices, invariably gets much grain and the farmers get his money and oftentimes some belonging to receivers.

The gas engine which never gives any trouble is generally in charge of an operator who understands his work. Cheap, incompetent and inexperienced help is just as productive of trouble in the engine room as a cheap equipment.

Planting hard and soft wheat together will surely result in a crop of stuff that is not likely to grade well in any market. By supplying pure seed grain of good quality to farmers, country elevator men will avoid losses on such mixtures.

Some railroad officials are foolish enough to discourage the building of elevators on their line by giving \$5 per car cartage to shippers whose elevators are not on their tracks. Shippers can not be blamed for taking advantage of such a snap.

The track buyer or receiver who thinks the associations are trying to dictate to him is deluded by the sound of his own voice. The associations are striving to place the business on a firmer basis, so it will be safer and easier to do business with country shippers.

Minnesota has adopted new rules to govern the grading of flaxseed after June 15, 1901. By that time the state will have new inspectors and it is to be hoped that it will not be possible to ship seed from Duluth to Minneapolis and have it graded higher in the latter market.

If the demurrage charge was made reciprocal, as it should in justice have been made when first inaugurated in this country, carriers would at all times provide cars and would not attempt to put off shippers with the flimsy excuse that they have plenty of cars for their own use, but that they were stopped and detained by jerk-water roads in all parts of the country. Their duty is to supply

cars to their own shippers, not to distant lines. Until the demurrage charge is made reciprocal, many of them will fail to perform their duty as they have done in the past.

A member of the lower house of the Kansas Legislature has made a persistent effort to induce his fellow members to pass a bill against the "grain combine," but all in vain. Each effort meets with defeat and another shovel of dirt is thrown on the coffin of populism.

The elevator man who acknowledged that he was using sulphur to purify barley has not yet been placed behind the bars, nor is he likely to be. When the case comes to a trial his persecutors will learn, as they no doubt know, that a man may do with his own as he likes.

There were more elevators of substantial structure and improved handling facilities erected in Kansas during 1900 than for ten years. Why? Because the grain dealers are convinced that the movement to place the grain business on a better basis will be permanently maintained.

It is not difficult to determine that cleaning the cups of an elevator leg while they are moving is a dangerous undertaking, yet it has required the sacrifice of several fingers to convince some elevator operators of this fact. However, this should not induce you to attempt the same foolhardy trick.

The rules governing the grading of flaxseed in the different markets of this continent are approaching uniformity and no doubt it will soon be attained. This is made possible by the reduction of seed grading to an exact science. Mechanical contrivances have been devised which entirely eliminate the uncertainty of human judgment.

He who has "worked" Ohio grain dealers with the result, that they have, in opposition to their own interests, adopted the cental shud beg their forgiveness. Until recently, those familiar with the facts in the case, had supposed the grain buyers of the state had adopted the cental to escape the 68-pound bushel law, not for the purpose of increasing expenses and reducing profits.

Recently we have received a bid, mailed this month by a Baltimore firm to a firm which has not been in the grain business in Illinois for ten years, and yet there are some receivers who wonder why they do not obtain better results from their circular advertising. An out-of-date mailing list is the most expensive method of advertising ever used by a grain receiver or track buyer. If his letter happens to get into the hands of any one other than a grain dealer, it oftentimes makes trouble for the regular deal-

ers whose business he thinks he is soliciting. Grain growers use information of this character to disrupt and disturb local markets and the careless bidder earns and wins the ill-will of all the regular dealers of the territory.

Two new and previously unheard-of commission men of Chicago have recently come to grief by reason of wild schemes to catch country shippers; one, a produce firm, the other an individual who appropriated another man's name for the purpose of giving country correspondents some confidence in his wild scheme. Over-the-market bids and schemes for getting rich quick when received from strangers should be considered carefully before being accepted.

Unless the grain dealers of the country quickly get into action, the Finance Committee of the United States Senate will push a bill through that body for changes in war taxes which will not give relief from the stamp taxes on checks, grain tickets, bills of lading, drafts, contracts, memorandums of sale, telegraph messages or warehouse receipts. The poor brewers, however, will get all they ask. The war is over, but the Senators seem to think that the people enjoy sticking stamps on everything they use for the purpose of subsidizing every old or new enterprise which has enough influence to worm lavish appropriations out of Congress. The associations and their members have for months past considered the repeal of these onerous taxes as a matter of course. The time has now come to wake up and fight for what is rightly due the trade. Without a vigorous effort, the grain dealers are not likely to get the relief wanted, and due them.

We are informed indirectly that the case of the Hyde Elevator Co. and the W. W. Cargill Co. against the Chicago, Peoria & St. Louis Ry., for damages resulting from setting fire to a shed by sparks from a passing locomotive, has been decided against the railroad company. The shed contained a train load of barley, much of which was badly damaged. Carriers have frequently sought to escape all liability from damages resulting from fires started from sparks emitted from their locomotives. A number of cases have been decided against them, but the carriers continue to insert in leases to elevator men for elevator sites, clauses releasing themselves from all liability for such damages. Several courts have maintained that such clause was unlawful, in that it was contrary to public policy, as it would have a tendency to license carelessness on the part of railroad companies. Surely there would not be any impetus for them to strive to avoid setting fire to buildings adjacent to their tracks, unless they are held liable for the damages due to resulting fires.



The question is an involved one and affects the country elevator man in different ways, probably the least of which is to increase the cost of insurance on elevators and contents erected on sites, the lease for which, contains the saving clause.

It is doubtful if the business of those engaged in any line of trade is so frequently interfered with by lack of shipping facilities as is the grain trade. That it is so, is, no doubt, due to the fact that country elevator men, fearful lest they may offend the officials of the road over which they must ship their grain, have patiently tolerated this abuse until the freight officials of some lines, encouraged by the remarkable patience of the shippers, refuse to give them any cars sometimes for two or three months at a time. The worst of all offenders in this line seems to be the Big Four, and the shippers who suffer most are those Indiana dealers trying to do business on its line from Chicago to Cincinnati. It seems that the Big Four, working in conjunction with certain steamship lines sailing from Newport News is, by reason of low rates, enabled to capture large through shipments from Minneapolis. In order to take care of these contracts, the Big Four absolutely ignores the needs and rights of local shippers along its line, evidently forgetful of the fact that the state permitted it to confiscate for its own use a right of way with the distinct understanding and agreement that it should furnish transportation facilities for the districts penetrated. Neglect to furnish such facilities would surely prove sufficient to forfeit its charter, were the matter taken properly before the courts. Some shippers along this line have long since filled every available space with grain and been compelled to suspend business because the carrier has not sufficient cars to care for its patrons. Elevator property along the line has no doubt depreciated at least one-half in value by reason of these most exasperating, unlawful and unfair conditions. Selling grain for time delivery is out of the question for the very good reason that shippers at other than junction points are not certain of getting a single car within the next six months. If the matter is not properly remedied, the Indiana Association should take the matter before the state legislature and use every honorable method to procure the enactment of the law which should require every road to supply cars to shippers within a reasonable time, or to pay for the delay the same rate of demurrage they charge shippers and receivers. The longer the abuse is tolerated, the more confident will the officials be that shippers will continue to put up with it, and they will thereby be encouraged to inflict other impositions no less exasperating.

### MIXING IN COUNTRY ELEVATORS.

By S. M. F.

I will endeavor in my poor way to give a few hints on mixing and improving grain in country elevators. Each year brings a new crop and with it something different from the preceding crop, and likewise each crop varies in different localities so that we must make the grain received at each station a study.

Taking as a standard the grades of the terminal market to which you ship your grain, you should at the beginning of each new crop ascertain how you can get the most out of your grain; whether by mixing it or shipping each grade separately. In order to determine this you must make a study of grain received. It may be best to ship to a standard of No. 2 or No. 3, or in some cases No. 4.

Any dealer who will make a study of the growing crop will find that it will materially assist them in determining what the standard should be, for instance, all dealers know that a heavy rain at a certain time will damage the grain. By careful inquiry dealers can make a fair estimate of the percentage of the crop damaged.

To arrive at a standard of the grain received send to the chief inspector for samples of the different grades of grain in the market to which you ship. Ask for a low line and a top line of each grade. Study these samples well. Pick out the defects in each sample that you may know why it is not eligible to the next higher grade. After you have become thoroughly acquainted with these samples, take samples from your own stock. Weigh or measure grain taken from each lot so you will know what per cent of each you put in the mixture and its cost to you.

Having put up a sample from your stock as a standard sample of what the grain in your locality will make compare your sample with those from your terminal market and you will readily see what your sample will grade, and be able to judge of its market value in the terminal market. Knowing what grain like your sample costs, you can tell whether it will pay better to mix your grain or ship each grade separately.

I will not attempt to take up each kind of grain at this time, but later will give some hints on handling different grains.

### FLAXSEED RULES FOR MINNESOTA.

Flaxseed shippers and dealers will be pleased to learn that on Jan. 16 the Board of Grain Appeals for the State of Minnesota, issued a notice to the effect that, "after careful consideration of the best interests of the producer and consumer, have concluded to revise the flax rules and to establish an additional grade of flaxseed; to be known as No. 1 Flaxseed. This grade to take effect on and after June 15th, 1901."

The revised rules are as follows:

No. 1 Northwestern Flaxseed.—Flaxseed to grade No. 1 Northwestern shall be mature, sound, dry and sweet. It shall be Northern grown. The maximum quantity of field, stack, storage or other damaged seed intermixed shall not exceed twelve and one-half (12 1-2) per cent. The minimum weight shall be fifty-one (51) pounds to the measured bushel.

No. 1 Flaxseed.—No. 1 Flaxseed shall be sound, dry and free from mustiness, and carrying not more than twenty-five (25) per cent of immature or field, stack, storage or other damaged flaxseed, and

weighing not less than fifty (50) pounds to the measured bushel.

Rejected Flaxseed.—Flaxseed that is damp, immature, field damaged or musty, and yet to a degree to be unfit for temporary storage and having a test weight of not less than forty-seven (47) pounds to the measured bushel, shall be rejected.

No Grade Flaxseed.—Flaxseed that is warm, mouldy, very musty, wet or otherwise unfit for storage, or having a weight of less than forty-seven (47) pounds to the measured bushel of commercially pure seed, shall be No Grade.

## ASKED AND ANSWERED

### WHAT CONSTITUTES 20 DAYS' SHIPMENT?

Grain Dealers Journal: If on Jan. 15, 1901, I accept the bid of a track buyer, which was mailed on the 14th inst., when does the 20 days allowed me for shipment expire?

What constitutes shipment? I have the corn in bins ready for loading, but cannot get cars. I have notified buyer and station agent that corn is ready for loading, and think I should be relieved from all liability in the case. The buyer writes that if I load corn into cars on or before Feb. 2 he will accept. I contend that 20 days gives me until Feb. 3 and as that day is Sunday, I have until midnight Monday, Feb. 4, to load the corn into cars.

I beg that shippers as well as track buyers will give me their opinions on this subject.—Illinois Shipper.

### FORMAL NOTICE DEMANDING CARS.

Grain Dealers Journal: What is the wording of a notice that will hold in law, where a shipper demands a car of railroad people? We are short 30 to 60 days on empty cars on our orders and other shippers thru the state are in the same fix. Cars have gone out of this section we notice for cotton and other things which probably pay the railroads better than grain. We want a legal notice we can serve on the railroad holding it responsible for non-fulfillment of orders for empty cars.—Southern Illinois.

Ans.—There is no excuse whatever in a shipper failing to fulfill his sales by reason of carriers' failure to supply cars. To start with, every railroad company is chartered by the state which it traverses, to transport freight and passengers, and by reason of the privileges granted it is bound to transport all freight offered, unless, of course, it may be of a dangerous character. A formal notice to the local station agent, the general freight agent and the division freight agent to the effect that you have grain at stations ready for shipment; that you have applied for cars before and been unable to obtain them; that you have sold grain for delivery and must fulfill your contract or suffer loss; that any loss suffered by reason of carriers' refusal to supply cars, you shall expect to be made good to you by the carrier, will bring you the needed cars. The notice must be explicit as to the number of cars wanted and where. It must also be acknowledged before a notary and sent by registered mail or by telegraph. This form of notice makes it easy for shipper to prove that he ordered cars and in several cases has resulted in cars being supplied.



## LETTERS FROM THE TRADE

### A BIGGER LOAD OF CORN: NEXT.

Grain Dealers Journal: In the Journal of Jan. 10 J. F. Bryant gives an account of a big load of corn and asks if any one can beat it.

On Jan. 31, 1900, I received a load of corn drawn by two horses on one wagon that amounted to 157 bushels and 44 pounds. I took 68 pounds per bushel.

I had offered a prize for the largest load and received several above 100 bushels, but this was the largest. J. O. Finch, Clark's Hill, Ind.

### HUNDREDWEIGHT SYSTEM WOULD AID THE DEALER.

Grain Dealers Journal: While we have not used the hundredweight system in this vicinity we think it would simplify calculations and in many ways aid the dealer and producer in mutual understandings.

For a year or two there would be the disadvantage of double calculations, since farmers would want to know how much they are getting per bushel.

We take 72 pounds to the bushel for the first early receipts of corn, then 70 until January 1, and thereafter 68 pounds. The adoption of the hundredweight system would have to be secured by agreement of all the dealers in a vicinity. If the Journal can inaugurate the system of buying ear corn by the cental it will benefit the trade in general. Nutt Bros., Urbana, O.

### NOTES FROM IOWA.

Grain Dealers Journal: Thru the action of the Iowa Grain Dealers Association the scalpers who formerly flourished and grew rank like the Russian thistle, on the Montezuma branch of the B., C. R. & N., are now dead. May their ashes know no peace.

The country is full of oats holders talking 26 and 27 cents for May. The country is bullish on corn, and straddles the fence on wheat.

The country swears hard and blue on the sins of the Chicago inspection department, and wonders where relief will come from.

Country elevator men at the present time are like unto Mr. Micawber—waiting for something to turn up. Micawber was the father of bulls and could borrow easier than the city of Chicago. Fred Faulkner, Cedar Rapids, Ia.

### SHORTAGES AT EAST ST. LOUIS.

Grain Dealers Journal: We notice in the Journal of Jan. 10 a letter by the Bartlett Commission Co. regarding car No. 274, and giving our letter written Sept. 29. This letter was probably written by a clerk in our office who stated that weight, possibly, on this car was simply estimated. We have affidavit here in our office to weights on this car furnished us afterward, which proves that the car was weighed at this end and was badly short at destination over 30 bushels, for which we are putting in a claim against the railroad.

St. Louis people may try to make the country think their outturn weights are good; but "the proof of the pudding," etc., and until they make some radical changes in St. Louis the country shippers

will be very shy about shipping to that market.

We have just sent a man to St. Louis to supervise the transferring of grain on account of shortages on stuff simply transferred en route. It seems impossible to touch St. Louis without a shortage in weight, whether stuff goes thru or stops there. E. R. Ulrich & Sons, Springfield, Ill.

### A "GOOD" ELEVATOR WILL COST \$2,000 TO \$2,500.

Grain Dealers Journal: I notice an item in the Journal to the effect that "a good elevator can be built for \$1,000." Now, I consider \$2,000 to \$2,500, very cheap for a GOOD elevator, and it would be a very small one at that. We have furnished machinery and supplies, including gasoline engines with plans for several small elevators this season, which we were told cost less than \$1,000 completed. We do not recommend them to parties wanting "good" elevators as we understand the term. W. W. Lockwood, Winfield, Kan.

### WANT REPORTS OF SHORT WEIGHTS.

Grain Dealers Journal: We notice in the issue of the Journal for Dec. 25 a letter from H. H. Baer of Covington, O., in regard to short weights at Toledo. Our experience, as well as that of fifteen other grain dealers from whom we have information, is that there is an average loss of 12 to 15 bushels per car.

We are preparing a statement for grain dealers to be sent thru associations to the trade and would like to have information from dealers who weigh carefully and can give us the shippers' weights and the output in Baltimore, Buffalo, Cleveland, Toledo and Hartford, Conn. O. S. Marshall & Son, Sidney, O.

### NATIONAL SHOULD BE COMPOSED OF STATE ASSOCIATIONS.

Grain Dealers Journal: There seems to be a misunderstanding as to what the Grain Dealers National Association is for. It certainly ought to be a centralization of all the other associations, and the National should be expected to do all the National or interstate work, such as terminal weights or inspections and a hundred other things of that character. It should correct irregularities in the interstate rates and should have control of any legislation needed in Congress. For instance the interstate rates, in weights and inspection at Chicago are of more importance to the western states than to Illinois.

The Illinois Association is now having the warehouse fight and we ought to have the help of all the western states. They should act thru the National Association, which, if it takes up all the work it should do, will take a large amount of work off the state associations. The state associations should attend to their local affairs and protect the regular dealers against unbusinesslike methods. The state associations should attend to all local legislation and other local matters.

The National and the state associations will be a great power when they are properly organized. However, the National must have support or it can do little; and it is my opinion that that support should come from a per capita tax from

every member of every state association. This tax should be paid thru the officers of the state association; and the National Association should be composed of the state associations and not of individuals. Where no state associations exist, and are needed, the National Association should have charge of organizing such state associations.

I know that nearly every member of our association is in favor of the Grain Dealers National Association; but most of them want its organization changed to a representative one, and it seems to me that any one could see the benefit of such a change. Then when the National Association met it would be composed of delegates from all state organizations, and therefore its actions, whatever they were, would be binding on every state organization. If we meet as individuals our action is binding on no persons but members. H. C. Mowry, Forsyth, secretary Illinois Grain Dealers Association.

### SOME INSPECTION CORRESPONDENCE.

It is very easy to make charges against a public servant, but oftentimes extremely difficult to prove them. Hasty shippers, prompted by selfish motives or unwarranted prejudice have been particularly free with their charges against the Chicago Inspection Department, but none have made charges sufficiently specific even to admit of investigation. Recently an Iowa shipper sent the following letter to a Chicago firm:

Chicago, Ill.

Gents:—

I have yours enclosing account sales for two cars of corn, which I note grades No. 4.

For some time back I have noticed that corn we ship to fill track bid sales grades 4 Corn, and corn consigned to be sold on the market grades 3 Corn. We like for some reason to sell corn to track bidders, but when our grain does not grade to the one and does grade to the other, we feel that there is something wrong.

We have open sales with you now that we are filling, and I trust you will see to it, gentlemen, that this corn is correctly graded. We are shipping you nice, bright corn—corn that is well cleaned, and we think there is no excuse for our corn to grade anything lower than 3 Corn.

Trusting you will look after this, we are,  
Yours,

This was handed to the chief Grain Inspector, who wrote to the shipper as follows:

Dear Sir:—

The company have shown me your letter of complaint in reference to the inspection of corn in this market. I notice that you claim a difference in grade between track sales and consignments.

It is absolutely impossible for our inspectors to know or distinguish between track sales and consignments, as they have nothing but the car numbers and grade of the grain to guide them. I cannot think that there is any marked variation between the grading on the different roads entering this city, but if you will send me the car numbers of the two classes of shipments and the roads over which they arrive, I will undertake to see whether I can find any difference between the work of the inspectors on the two roads.

It is our intention that all grain arriving shall be inspected fairly, and we could have no purpose in wanting the variation of grading between different roads.

Kindly give me the above information and I will see what I can do.

Very respectfully,  
(Signed)

E. J. NOBLE,  
Chief Inspector.

The shipper replied at length, but without giving any facts which would assist in an investigation. His letter is as follows:



Edwin J. Noble,  
218 LaSalle St.,  
Chicago, Ill.

Dear Sir:—

We do not wish anyone to think that we think everybody in the inspection business is wrong, but we think there is a chance for some of them to be. We are aware how the inspection is done and know there is a chance for them to fix it if they want to. You take your commission men who are working against track bidders, and they will tell you that they have the inspection bought up. You will say, for instance, Mr. A. buys a lot of corn for January. It declines two or three cents. He goes along to his inspectors and hands them a list of a number of cars he wants fixed. When the inspector finds these numbers he is supposed to know how to grade it. Now we don't say that every inspector will do this, but we are satisfied that there are men who will do it, and we are satisfied we have lots of cars graded this way.

We always notice when we ship to certain parties in Chicago if the price goes against them our grades are hard and we quit shipping to several firms on that account. Our grain to Chicago nearly all goes over the Chicago Great Western.

You can scarcely find a commission man who travels the country but will tell you that is the fact in Chicago to-day. A man was in here yesterday and told me lots of dealers had quit selling on track on account of grading in Chicago. My competitor here the other day told me he gets better grades by consigning. You can't blame us for believing some things.

Yours,

To this the Chief Inspector responded with a very fair offer to bear the expense of an investigation, and to dismiss any inspector whose work is not above suspicion. His letter is as follows:

Chicago, Jan. 23, 1901.

Mr. —, Iowa.

Dear Sir:—

Your letter of the 22nd inst. received, read and re-read, and I do not recall having received a letter more annoying than yours. Yet I believe you to be honest in your impressions, although I am equally positive that you are mistaken.

If you will take a week's time and come to Chicago, spending your time with our inspectors on any of the roads leading to your city, you will have an opportunity of becoming better acquainted with our system of inspection. I will pay all your expenses and that of any friend whom you may desire to bring with you, and if you can find, or assist me in locating any such condition as you write of in your letter, I will guarantee to dismiss the inspector or inspectors against whom we have even a suspicion of crooked work. I make this offer to you in good faith, knowing that the reports circulated through the country are exceedingly unfair and unjust to this department. Your identity in Chicago need not be known to any of our inspectors, and you will have every opportunity possible to compare the grading of grain on the different roads from different shippers and as between track sales and consignments. I wish you would accept this proposition in the interest of this department, myself, and for your entire satisfaction.

Very respectfully,

E. J. NOBLE,  
Chief Inspector.

To show his sincerity and to prove his desire to place Chicago inspection above suspicion, Chief Inspector Noble has promised to extend the same offer to any grain shipper who will investigate the work of the track inspectors.

The work of the inspectors is subject to supervision, hence if their work was persistently wrong it would soon be discovered and their services dispensed with. The Department could not afford to retain the services of crooked or incompetent men. Shippers who discover any overlooked by the Department, should submit their evidence to the Chief Inspector. Their efforts to assist him in detecting wrong doing, will we feel certain be fully appreciated.

Horace B. Fry, a New York broker, has brot suit for \$750,000 against the American Linseed Co., for commissions said to be due him for services in forming the trust. He says he was to get 2½ per cent on \$30,000,000.

#### B. A. LOCKWOOD.

During recent years, Des Moines, Ia., has become the headquarters for many firms engaged in the grain business, in fact the Hawkeye Capitol has more grain men than any city outside of a terminal market. The grain men of Des Moines have always taken an active interest in association work and been closely identified not only with the Grain Dealers' National Association, but with state and local organizations, hence it was but natural that the members of the Grain Deal-

ferred upon their fellow-townsmen, and are planning to induce the National Association to hold its next annual meeting in the capitol city, and also are making plans to send home every one who attends that meeting with a glad heart and an emphatic, "I am glad I came."

Mr. Lockwood has given much of his time to the interests of the trade at large and can be depended upon to use his best endeavors to work for the advancement of the common interests of all regularly engaged in the business. He



B. A. Lockwood, Des Moines, Iowa.

ers' National Association should go to Des Moines for a Chief Executive to exceed Ex-President McCray, who had served the Association faithfully for three years.

Mr. Benjamin A. Lockwood, who was unanimously elected to the office of president of the Grain Dealers' National Association at its last annual meeting, has taken an active part in the work of the National Association from the start and each year has been a director or served on important committees, hence he is thoroughly familiar with what has been done by the National Association and with what it is attempting to accomplish. Noted for his conservatism, Mr. Lockwood can be depended upon to guard closely each interest and to avoid hasty action.

Mr. Lockwood is at the head of the firm which bears his name, the B. A. Lockwood Grain Co., which operates a number of country houses with headquarters at Des Moines. The citizens of Des Moines appreciate the honor con-

was born in West Virginia and spent his boyhood in eastern Ohio, where his father was engaged in milling and general merchandising. His father died while Mr. Lockwood was yet a boy. In 1870 he located at Des Moines, Ia., and for a time was employed in a law office; later he became identified with the Citizens' National Bank, of which he is still a director. In 1880 he engaged in the grain business and has been actively interested ever since. He is also interested in the coal and mining business, the style of the firm being the Lockwood Coal and Mining Co. He is interested in other lines also and commands the respect and confidence of all those with whom he comes in contact.

Buckwheat amounting to 425,712 bushels was exported during the 11 months prior to Dec. 1; compared with 671,667 and 1,404,865 bushels during the corresponding periods of 1899 and 1898, as reported by O. P. Austin, chief of the bureau of statistics.



## DEFENDS CHICAGO INSPECTION.

E. J. Noble, Chief Grain Inspector at Chicago, has issued an open letter to President W. S. Warren of the Board of Trade, Chicago, which is as follows:

I received from the office of the Secretary of the Board of Trade last Thursday a copy of that portion of your inaugural address pertaining to the State Grain Inspection Department. I notice a paragraph reading as follows: "A year ago I called attention to the fact that not a bushel of wheat leaves this market without private inspection. This is still true, and should be comment enough." "This is still" not true, nor will it apply to any year since the State assumed control of the inspection of grain. I conclude you use the word "wheat" as a synonym for grain, as you surely do not concede that our inspection of corn, oats, rye or barley meets your approval.

It is true that for the past twenty years many grain shippers have employed Board of Trade samplers to superintend the loading of grain, and I admit there have been instances where the State inspector has accepted grain to which the grain sampler objected and his objection was sustained by our supervising inspector, and it is equally true that in many instances grain has been rejected by the State inspector that was satisfactory to the grain sampler; also instances in which the grain sampler has refused to accept any grain offered even upon our chief supervising inspector's judgment, and the Committee of Appeals, by sustaining our inspection, obliged the sampler or buyer to accept the grain. I have never known a shipper from this market to accept "private inspection" and release the State Department from responsibility.

There are millions of bushels of grain loaded and shipped annually from this market without the presence of a grain sampler or so-called "private inspection." Notwithstanding the State law does not require inspection from private elevators, yet shippers pay fifty cents per thousand bushels for State inspection, and eastern buyers demand and accept our certificates, evidently not aware of the merits of your "private inspection."

Again you say, "That the certificate of inspection of the State of Illinois is not worth the paper it is written upon, is not only a disgrace to the commonwealth, but a direct menace to the interests of every producer and dealer in grain." That such an unwarranted statement should be made by the president of the Board of Trade of Chicago, the largest grain market of the world, is indeed surprising. You should know that nine-tenths of all the grain transactions in Chicago and the territory tributary are based on State inspection; that Chicago certificates are accepted in every grain market in this country and on the European continent. I can furnish you the names of grain men on your Board who have sold and shipped millions of bushels of grain in the past two years on Chicago inspection without a single complaint from their customers.

In your maddened effort to cast discredit on the State Inspection Department you have dealt a serious blow to the grain trade of Chicago, and your statement is "a direct menace to the interests of every producer and dealer in grain."

The confidence in our department and grain certificates was clearly demonstrated in the fall of 1900, when a large quantity of No. 1 Northern Spring Wheat was purchased and shipped from

this market by a half-dozen different firms. When the drafts with our certificates attached reached New York, payment or acceptance was refused because the word "old" did not appear on the certificates, and notwithstanding that every explanation and guarantee was offered by the shippers, their eastern customers would accept nothing but our certificates reading "No. 1 Northern Spring Wheat, old," and in order to assist our shippers we furnished certificates with the word "old" and the grain was accepted. The firm of Hulburd, Warren & Company, of which I am informed you are a member, was one of the shippers. Were you unable to satisfy your customer that our certificate "was not worth the paper it was written upon?"

When you attacked the Grain Inspection Department in your inaugural address a year ago, I called upon you the following day and expressed regret that you should feel warranted in making such a statement without first knowing our method of selecting inspectors, and explained to you the workings of the department and assured you that none of our inspectors held their positions through so-called "political pulls," but were appointed after having passed an examination and approval by our supervising inspector, Mr. Smillie, and his assistant, Mr. Smith. I also assured you that it was my desire to conduct the Inspection Department so as to merit the approval and support of the grain trade, and that if you had any suggestions to make in the interest of the Department or grain trade I would be pleased to receive them. You expressed yourself as being pleased with my statement, but up to the present time I have received no suggestions from you.

I do not claim that our inspection of grain is perfect or that mistakes do not occur. Neither do I believe it possible to reach a state of mechanical accuracy in grain inspection. We must depend upon human judgment, which however perfect is subject to mistakes. When you consider the enormous quantities of grain inspected by the Chicago Department, the complaints are few indeed as compared with those of any commercial or manufacturing industry of equal volume, and I believe we get all the complaints, as no grain dealer has shown any disposition to assume a responsibility that can be shifted to the Inspection Department.

Our records show that during the past four years there have been 14,721 shipments of grain from licensed elevators of Class A, aggregating 379,384,395 bushels. Our records also show that of these shipments nine were made by your firm, with an aggregate of 382,004 bushels, and as no complaint was made by your firm I conclude that your transactions with this department have been satisfactory.

Of the entire shipments above mentioned we have had not to exceed twenty complaints after the arrival of grain at its destination, and at least one-half of this number was in cases where the grain had been transferred one or more times in transit, in which case we assume no responsibility.

We have inspected during the past four years 1,223,828 cars of grain arriving in this city, and from this inspection has come the greater number of complaints, but in such cases we have been able to correct mistakes of our track inspector by re-inspection by our supervising in-

spector with no additional charge. When a track inspector is asked to pass upon and make the grade for grain in from one hundred to five hundred cars daily, it should not be expected that he will not make occasional mistakes, and many such mistakes arise from what is known as "plugged" cars or an attempt upon the part of shippers to mislead the inspector by loading an inferior grain in the bottom or end of a car with a better quality on top. When you consider the many thousand shippers of grain to this market together with the many receivers, each and every one endeavoring to obtain the best grade possible according to his individual idea, and that track receipts are graded in all and every kind of weather, it is indeed surprising that the Inspection Department has given such general satisfaction.

Chicago grain inspection, as compared with that of other markets, is higher. Our No. 3 Corn grades No. 2 at the seaboard and is shipped to foreign markets under that grading. The same is true of oats. Kansas City No. 2 Winter Wheat seldom grades better than No. 3 under our rules, and while Minnesota State Inspection accepts No. 1 Northern Wheat as low as 57 pounds to the measured bushel, we make 58 pounds the minimum.

I incline to the belief that your attack on this department is prompted by a desire to prejudice grain dealers against State inspection so that you may receive their support in your effort to have the inspection of grain under the control of your Board, as you have indicated in your address. If this is your purpose you certainly cannot hope for success, as neither the grain dealers nor the State of Illinois will consent to turn over to your Board the inspection of grain where an irrepressible conflict exists between your members for an inspection favorable to each individual interest.

Your suggestion for an amendment to the Railroad and Warehouse laws meets my approval. Registrar Hogan covers this point fully in his last annual report to the Railroad and Warehouse Commissioners, and submits a proposed amendment that I believe will fully meet your approval. Similar amendments, however, were suggested in the reports of the grain registrar during the years 1872, '73, '74, '75, '76, '80, '81, '82, '84, '85, '86, '89 and '90, to which but little attention was paid.

This letter is written in justice to the State Grain Inspection Department and for the benefit of all parties interested in the grain trade.

India devotes 34 per cent of its area to the production of food grains.

National Board of Trade will meet next week. It meets annually in Washington. It is composed of delegates from the boards in the different cities. Most of them have been attending for years and have a nice social time. They discuss various important questions, resolve and adjourn. They do not attempt to mould the action of Congress or continue the agitation after they adjourn. We would like to see them pursue another course and accomplish more. Discuss only one or two of the questions which directly concern the boards, appeal to the members of Congress and make a more lasting impression.—C. A. King & Co.



**A 4,000-BUSHEL ELEVATOR FOR \$1,500.**

Scoop shovel shippers as well as regular grain dealers, who operate flat houses, could make more money in the business if they would provide a small elevator with modern facilities for handling grain. At many stations where there are flat houses it would not seem on first thought that the business would warrant the building of an elevator, but when it is found that an elevator can be built for \$1,000 to \$1,500 which will fa-

bins. A covered driveway contains an overhead dump. The cost of the house could be reduced by having an open driveway and no dump.

One elevator leg elevates the grain to either the storage or shipping bins.

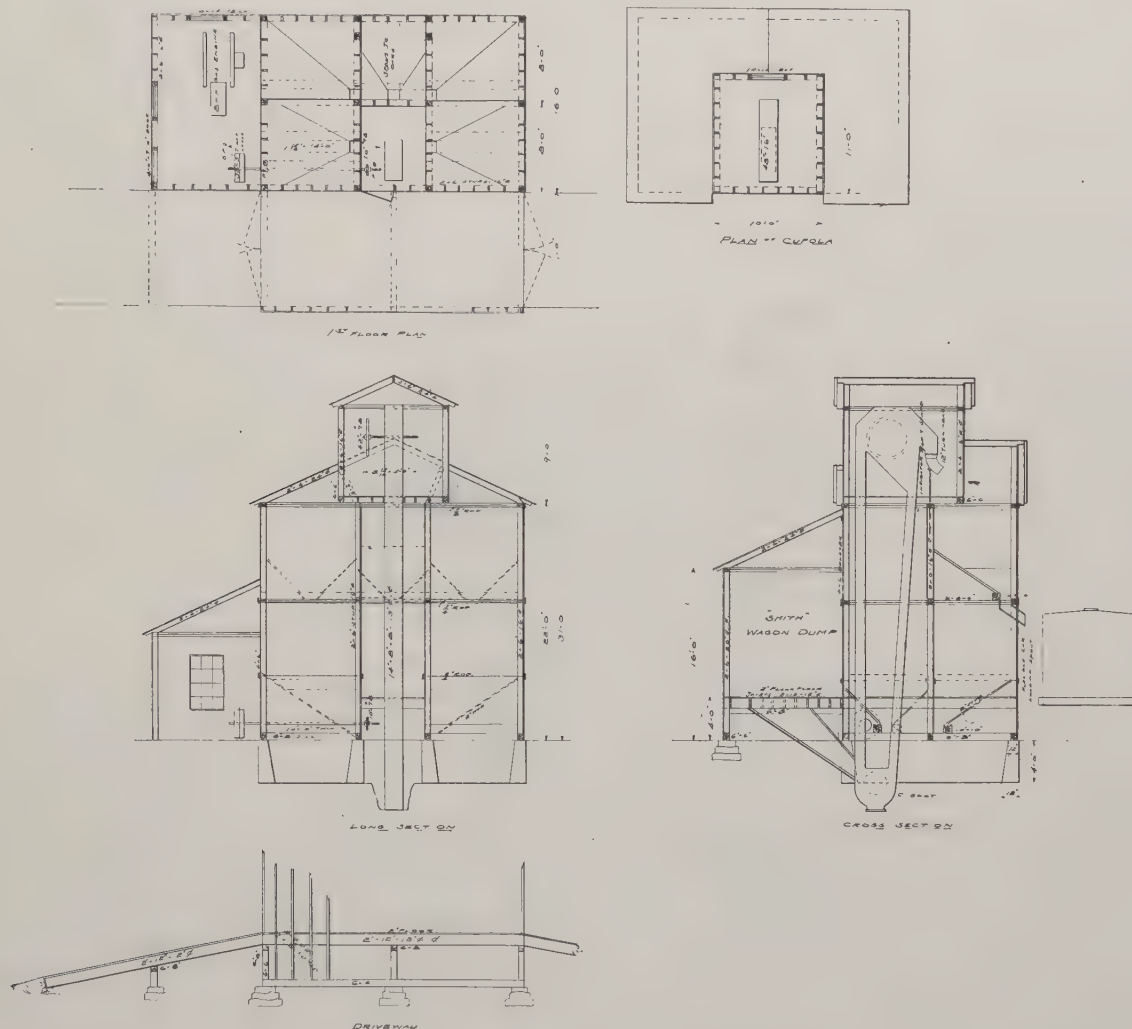
Power is furnished by a 4-h. p. gasoline engine which is located in an engine room built on the end of the elevator.

The first floor plan shows the general arrangement of bins, elevator leg, engine room and line shaft. Fitted to the line

M. Seckner Engineering Co., of Chicago, for an Indiana dealer who wished to build a good cheap house.

Macaroni wheat seed is en route from Russia to Washington for tests in the different wheat-growing states. In Marseilles, France, macaroni wheat is worth 10 to 15 cents more per bushel than bread wheat. Jared G. Smith has charge of the tests.

Corn was put to a new use on a south-



Plan of a 4,000-Bushel Elevator, Cost \$1,500.

cilitate and reduce the expense of handling grain, it will at once become apparent that it is a profitable investment.

Each day it is harder for the scoop man to do business; commission men and track buyers do not care to handle his grain, for they know that it means trouble for them as well as the local dealers. The time is near when he will either cease operations, become a parasite in some line not organized or build an elevator.

The accompanying cuts show the ground plan, end and side elevation of a well-arranged elevator of 4,000 bushels capacity, that can be built for \$1,500. It will be seen that this elevator is just for receiving and shipping, with storage capacity of from five to seven cars, and no room for sheller or cleaners.

The house is built on substantial stone piers, and is 16x24 feet and 31 feet high. There are four storage and one shipping

shaft are two pulleys, a tight and loose one. The loose pulley enables the operator to start engine without the load. The engine room is 10x16 feet by 9 feet high.

In the side elevation is shown the line shaft, elevator leg and arrangement of the bins. Power is transmitted to the elevator head by Ajax rope.

The end elevation shows the wagon dump and arrangement for carrying the grain from the receiving sink to the elevator boot. A 12-inch turn head is used at the discharge end of the leg. It is operated from the ground floor. The grain is loaded by a flexible loading spout.

Plans of cupola and driveway are also shown. The driveway is made of 2x12-inch joists, placed on 6x6-inch underpinning which rests on stone piers; on the joists 2-inch flooring is placed.

The elevator was designed by the C.

ern railroad. A train wreck made it necessary to drop a locomotive engine from a trestle 30 feet to the ground. To provide a soft bed for the iron horse a large stack of corn fodder was purchased of a farmer and moved to the trestle, making a heap reaching to the track. The engine was then toppled over without the slightest injury.

Exports of breadstuffs for 1900, as reported by O. P. Austin, chief of the bureau of statistics, included 98,948,000 bushels wheat, 189,095,000 bushels corn, 32,095,000 bushels oats, 1,996,000 bushels rye and 12,261,000 bushels barley; compared with 108,672,000 bushels wheat, 204,474,000 bushels corn, 41,003,000 bushels oats, 4,868,000 bushels rye and 16,934,000 bushels barley, during 1899. The total value of all breadstuffs exported during the past year was \$242,733,000; compared with \$259,477,000 during the preceding year.



## MEETING OF OKLAHOMA AND INDIAN TERRITORY DEALERS.

The annual meeting of the Grain Dealers Association of Oklahoma and Indian Territory was held January 8 at Kingfisher, Okla.

The meeting was opened by President Henry Lassen of El Reno, who told of the organizing of the association, how it was brought into being by a few dealers, who realizing that the grain dealers were fighting one another at local stations, telling untruths to the farmers and doing everything but trying to promote harmony among themselves. He said that during the early life of the association it was not a success, but through the untiring efforts of our efficient secretary, Col. Prouty, it had been made so.

Secretary Prouty then read the minutes of the last meeting. He said that at the time of the last meeting the association had forty members and that during the year just passed seventy-four new members had joined, while only four had withdrawn, making a total membership at the present time of one hundred and ten members. The secretary's report was accepted.

The by-laws of the association were amended, the most important change was a by-law increasing the number of members of the board of directors, making it five instead of three.

The election of officers for the ensuing year resulted as follows: President, Henry Lassen, El Reno, Okla.; vice-president, Frank E. Stevens, Purcell, I. T.; secretary and treasurer, C. I. Prouty, Kingfisher, Okla.

The following were elected as directors: W. H. Coyle, Guthrie, Okla.; W. T. Harvard, Hennessey, Okla.; A. T. Haines, Kingfisher, Okla.; A. D. Stevenson, Enid, Okla.; Edw. Donahoe, Ponca City, Okla.

During the meeting there was a general discussion on wheat grading. This resulted in a resolution being passed that the members should have all grain shipped, inspected by an Oklahoma inspector, and all complaints to be referred to the board of directors for their investigation.

The members were all invited to remain and participate in a banquet tendered them by the Kingfisher dealers. Col. Prouty acted as toastmaster and made every participant feel welcome.

The toasts were announced and the speakers responded as follows: Grain Dealers Association, F. E. Stevens, Purcell; Grain Dealers as Bankers, R. H. Drennan, of Hennessey; Troubles of a Railroad Man, W. H. Herby, of Wichita, commercial agent of the Rock Island road; What Millers are For, W. H. Coyle, of Guthrie; Has the Oklahoma Inspection Law Been a Success? J. C. Robb of Kingfisher.

Ex-Governor Gay, David McKinstry and Henry Lassen also made a few remarks.

A resolution was passed by a unanimous vote endorsing the kind treatment received at the hands of the Kingfisher dealers.

The meeting was the largest and most successful ever held in the history of the territory.

The Kingfisher dealers received the highest praise from the dealers for the royal entertainment given them.

Col. Prouty was re-elected secretary, despite the fact that he positively declined to act in that capacity again. He doubled

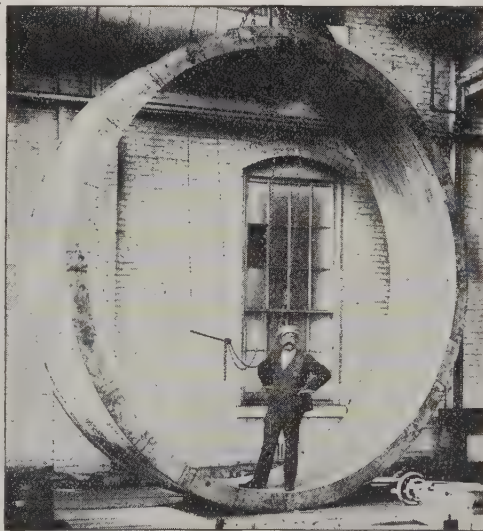
the price for his services hoping to get out of it, but notwithstanding was unanimously re-elected.

## HARDWOOD LAGGING.

In buying a second-hand engine it is often difficult to get one of the required horse power that has a driving pulley of the desired dimensions. With large engines the cheapest way to overcome this difficulty, after selecting an engine of proper size, is to cover the driving pulley or the flywheel with a lagging adapted to either rope or belt transmission.

A main line shaft belt transmission may be converted into a rope drive, and the maximum of power secured, resulting from the saving of frictional losses in the bearings. The widening of the face of the driving wheel, with the attending increase in diameter, together with the superior tractive qualities of the wood surface, make possible a material increase in the amount of power transmitted from the original driver.

The engraving presented herewith shows a rim of hardwood lagging made by the Dodge Mfg. Co., of Mishawaka, Ind., for a mill at New Britain, Conn. The internal diameter of this rim was



14 feet with 15 feet pitch diameter of ropes. It was grooved for eighteen 1-2 inch ropes to transmit power from one building to another building located on opposite side of street, which was easily accomplished by the application of the lagging upon the engine fly-wheel and running the ropes through a tunnel under the street. This lagging displaced a belt transmission as well.

It will be seen that the applications of the lagging are endless, and that old balance wheels are of value for transmission purposes. After the rim has been built up the inside is turned to accurately fit face of the wheel upon which it is to go, then fixed upon it and the wood face either turned for belt transmission or grooved for a rope drive, as the case may be. This work, and alterations in main drive are made with but little loss of time and at small expense, when compared with the cost of new fly-wheels.

Corn oil exports for the 11 months prior to Dec. 1 amounted to 4,398,000 gallons, against 2,804,000 and 2,566,000 gallons for the corresponding time of 1899 and 1898.

## SUITS AND DECISIONS.

Where a contract is entered into by an agent, the principal cannot adopt a part of the contract, repudiate part and enforce the part adopted.

A person is liable to the extent of compensatory damages for the unlawful act of his agent committed in the course of his employment, whether ratified or not.

Commission merchants or factors who advertise themselves as such, cannot for that reason, be compelled to receive and sell consignments of grain, etc. They can require a contract, either express or implied, with the consignor before receiving the consignment.

The Illinois Appellate Court has decided that a common carrier is relieved from liability if he can show that he has provided all reasonable means of transportation, and exercised that degree of care which the nature of the property required. Reported in 87 Ill. App. 505.

J. K. Comstock, Galesburg, Ill., has attached a carload of beans to satisfy a claim for \$750 against the McDonough Grain Co., Bay City, Mich., on account of alleged failure of the grain company to deliver a quantity of beans on contract. A car of beans was shipped, but Mr. Comstock alleges that they were of inferior quality, and that he had to buy in the market at a much higher price to fill the contract.

A by-law of a board of trade which provides for the investigation of grave charges against a member by a committee of the directors in order to determine the necessity of preferring formal charges against him is not unreasonable or in contravention of public policy, although the investigation was made without the knowledge of the member, and the charges, if preferred, were to be tried by the directors without permitting the defendant the aid of professional counsel. Supreme Court of Illinois, Green vs. Board of Trade.

A railway company which accepts goods for carriage by a named route, is liable to the consignor in damages for loss occasioned to him owing to the goods being carried by a different route. A clause in the consignment note exempting the company from liability for loss, damage, misdelivery, delay or detention of the goods, except upon proof that such loss, etc., arose from willful misconduct on the part of its servant, has no application to such a case. So decided in Mallett vs. Great Eastern Ry., 68 Law J. Q. B., 256.

Joseph Rohskopf, proprietor of the elevator, warehouse, and mill at Lawrence, Kan., which were burned in 1897, has brought suit in the federal court at Topeka against the Rock Island Railroad to recover \$7,000 because a train came along after the fire was well under control and cut the hose in two. Before a new section could be put in the fire had made great headway and the three buildings were completely destroyed. Rohskopf got \$9,000 insurance. His plant was worth double that amount, he says, and he wants the Rock Island to give him the remainder.

The U. S. Circuit Court of Alabama, has recently given a decision that the findings and conclusions of the Interstate Commerce Commission that the transportation of freight by the defendant railroads from New Orleans to La



Grange, and the transportation of like freight from New Orleans to other and more distant points, were under substantially similar circumstances and conditions, and that a higher rate charged to La Grange than to more distant points, was discriminative, and also inequitable and unjust in itself, and in violation of the Interstate Commerce Laws, affirmed, and an order based upon such findings enforced by injunction.

The Buffalo Elevating Co., which owned the Dakota Elevator at the time it was burned, Aug. 13, has brought suit against 44 insurance companies to recover \$65,000. The policy provided for the payment to the elevator company of a certain sum per day for so many days as would be required to restore the elevator to working efficiency. After the three arbitrators had awarded the insured 259 days for loss of occupancy the insurance companies declined to pay the claim, on the ground that the elevator company was sustaining no loss while the elevator was not in operation, being a member of the elevator pool and receiving its regular share of the profits of all the business. A few companies paid their proportion of the loss before suit was brought.

The cesser clause of a charter party saying: "Charterers' responsibility to cease when vessel is loaded and bills of lading are signed," does not relieve the charterers from liability for demurrage under provisions of the charter requiring them to pay demurrage for any delay in delivery by their fault or that of their agent, and declaring that the vessel is to have an absolute lien upon the cargo for all freight, dead freight, and demurrage, where the bills of lading, which do not mention demurrage or refer to any other provisions of the charter than those concerning freight and average, have been assigned, and the delay in unloading is made by the assignees of the bills of lading, who thereby became consignees of the cargo, since the rights of the ship-owners against those consignees depend altogether upon the contract created by the bills of lading, except so far as that contract refers to the charter party. *George W. Crossman et al. vs. William Burrill et al.*, 21 Sup. Ct. Rep. (U. S.) 38.

The agents of the British government continue to buy horses, mules and hay in large quantities in the Southwest, much to the profit and delight of farmers and dealers.

Rice amounting to 13,407,000 pounds was exported during the 11 months preceding Dec. 1; against 883,000 and 608,000 pounds during the corresponding periods of 1899 and 1898, as reported by O. P. Austin, chief of the bureau of statistics.

The New York Produce Exchange proposes to amend its Rule 2 on export grain as follows: "For sales of grain in which, by the conditions of the contract, shipment is restricted to 'Atlantic port or ports,' the term 'Atlantic port or ports' shall be understood to include the following ports upon the Atlantic seaboard of the United States: Boston, New York, Philadelphia, Baltimore, Newport News and Norfolk, and shipments from ports other than those above named shall not be a good tender on such contract." Montreal, Que., St. John, N. B., and Portland, Me., were purposely left out. It is alleged that the grain inspection at these ports is not as rigid as it should be.

## THE SUPPLY TRADE

Moses Harris, founder of the Chicago House Wrecking Co., died at his home in Chicago recently aged 62 years.

The Hall Distributor Co., of Omaha, Neb., has moved its offices from Room 222 to 519 First National Bank Bldg.

The Reliance Mfg. Co., Indianapolis, Ind., writes: We are still very busy and prospects for work next season are fine.

The Hay Trade Journal sent its many friends a calendar for 1901 containing a very good likeness of its editor, Mr. Bullock.

Trying to do business without advertising is like winking at a girl in the dark; you know what you are doing but nobody else does.

The American Iron Works, Des Moines, Ia., writes: Our little ad in your paper has done some good, hence we wish to try it a while longer.

An advertisement that makes the reader feel like saying, "That's a fact: I never thought of that before," is a distinct winner for the advertiser.

S. K. Humphrey, of Boston, Mass., recently shipped one of the Humphrey Employes Elevator to John Herdman & Sons, Millers, Edinburgh, Scotland.

C. A. Foster, of Carnegie, Pa., has favored his many friends and customers with a beautiful calendar for 1901, bearing a colored engraving of a Florentine Girl.

Mr. A. C. Barbeau of the S. Howes Co., Silver Creek, N. Y., was married recently to Miss Kitty Skidmore, of Irvington, N. Y. Mr. and Mrs. Barbeau will be at home after May 1, in Silver Creek.

J. R. Martin of the Ideal Car Loader Co., Sullivan, Ill., was in Chicago several days last week procuring new patterns and engravings of the company's New Century Car Loader which will soon be placed on the market.

Catalog No. 2 of the Skillen & Richards Mfg Co., Chicago, has been received. It contains 192 pages of illustrated and descriptive matter of everything needed in the equipping of a modern elevator. One can be had for the asking.

The E. P. Allis Co., of Milwaukee, Wis., recently made what is thought to be the largest single casting ever poured. The casting is to serve as a bed plate for a blowing engine for the Carnegie Steel Co., and weighs about 126,000 pounds.

B. S. Constant, of the B. S. Constant Co., Bloomington, Ill., died Monday, January 21st. Mr. Constant has for over a quarter of a century been identified with the manufacturing of elevator machinery and supplies and is well known to the trade.

In many localities the grinding of corn with the shuck on, and also the grinding of Kaffir corn in the head is becoming a subject of much interest. The N. P. Bowsher Co., South Bend, Ind., has a mill which they say is well adapted for this class of work.

The Robert Aitchison Perforated Metal Co., 303 Dearborn St., Chicago, reports that it is very busy on orders for perforated metals for use in fanning mills, in machines, clay screens and cotton seed oil machinery, besides small orders for repair work. Nineteen hundred and one is starting out with every evidence of continued prosperity in its line.

The general catalog of the Marseilles Mfg. Co., Marseilles, Ill., for 1901-1902,

has been received. This catalog contains 176 pages of illustrated and descriptive matter and is complete in every particular as regards every line manufactured by this firm which includes power and hand corn shellers, warehouse fanning mills, separators, power transmission appliances, grain elevator supplies, feed grinders, horse powers, feed cutters and windmills.

The man who advertises only once in a while does not get the full value of his advertising. Neither he nor his business ever benefits from the cumulative value of publicity. His each announcement may bear some fruit in proportion to its individual value, but one absorbs nothing of the good wrought by the other. His firm name is not kept constantly before the people. It is not unremittently impressed upon consumers. Hence he is in a measure a new advertiser every time he advertises.—Dry Goods Economist.

The Hess Warming & Ventilating Co., are out with a new pamphlet descriptive of the Hess System of Drying. The little book is a gem of good taste and workmanship, and is filled with half-tones of the different styles of driers made by the company, and photographs of some of the plants erected by it. The adaptation of the system to various uses besides that of the elevator owner, has considerably widened the company's field of operations, which extends to oatmeal and cereal milling, gunpowder, cotton seed, rice, etc. Special machines adapted to these uses are shown in the book. The substantial names affixed to various testimonials published therein indicate the hold this system has taken on the elevator interests, and convince the most incredulous of its merit. A copy will be sent free on application.

### AN ARBITRATOR FOR LINE GRADE SEED.

A supplement to the annual report of S. H. Stevens, the inspector and registrar of flaxseed at Chicago, contains the following statement:

At the beginning of the year, in my department, the exigency of the service demanded a weighing and percentage scale to round out the principle of analysis introduced into the system of flaxseed inspection. As there was no scale adapted to the service, it devolved on me to invent one. This I accomplished and gave it the significant name of "Arbitrator." The scale does not come on grade duty until there is a question in line to arbitrate.

It enters where a doubt is suggested and makes all clear when experts disagree.

In the inspection of grain and seed its excelsior service is in maintaining the grades. It is a mechanical means of strengthening or supplanting the inspector's opinion. By the aid of analysis and the use of the weighing and percentage scale, under the protection of the law, all uncertainty is placed beyond a waver in the matter of classifying grain and seed which to the senses appears to be at the limit or on the line between the grades. The innovation will keep the grades of grain and seed unimpaired and unadulterated, and enable the merchant to deliver as per contract and thereby restore confidence (the sheet anchor) to the trade: the value of which can financially be estimated only by millions and in morals only by the value of God's approval.



## SEEDS.

Newell Mix will engage in the seed business at Carthage, Mo.

H. T. Lape, Roseville, Ill., has fitted up one of his warerooms for the seed business.

Arthur King has entered the employ of J. M. Perkins, seed merchant, Winnipeg, Man., as traveling solicitor.

C. W. Scott, of Edgerton, Kan., has discontinued handling grain and will continue the seed business only.

Exports of clover seed from New York for the week ending Jan. 19 were 1,752 bags; compared with 1,200 bags a year ago.

Flaxseed exports during the 11 months prior to Dec. 1 amounted to 2,245,000 bushels; against 2,457,000 and 2,537,000 bushels during the corresponding periods of 1899 and 1898.

The arbitration committee of the Chicago Board of Trade on grass and field seeds, for the ensuing year, is composed of Thomas M. Hunter, Alex Rodgers, C. A. Heath, Albert Seckel and F. E. Winans.

Toledo receipts of clover seed for the week ending Jan. 19 were 1,711 bags, and for the season to date 51,639 bags; compared with 1,856 bags for the corresponding week a year ago, and 107,801 bags for the corresponding period of the preceding season.

Seed distribution by the government on a more rational plan has been devised by Frederick V. Coville, botanist of the Department of Agriculture, with a view to carrying out the original intention of the department for the testing of new and rare seeds.

Shipments of clover seed from Toledo for the week ending Jan. 19 were 5,131 bags, and for the season to date 50,989 bags; compared with 4,098 bags for the corresponding week a year ago and 86,515 bags for the corresponding period of the preceding season.

Timothy seed amounting to 10,049,000 pounds was exported during the 11 months prior to Dec. 1, as reported by O. P. Austin, chief of the bureau of statistics; compared with 13,606,000 and 11,536,000 pounds during the corresponding periods of 1899 and 1898.

Exports of other than clover and timothy grass seeds during the 11 months prior to Dec. 1, as reported by O. P. Austin, chief of the bureau of statistics, were valued at \$134,000; compared with \$137,000 and \$149,000 during the corresponding periods of 1899 and 1898.

Clover seed amounting to 20,800,000 pounds was exported during the 11 months ending with Nov. 30; compared with 24,121,000 pounds and 22,911,000 pounds during the corresponding periods of 1899 and 1898, as reported by O. P. Austin, chief of the bureau of statistics.

C. A. King & Co. write: February receipts of clover seed at Toledo are generally about the same as the January. Year ago they were 9,000 bags, against 4,600 two years ago; 12,500 three years ago and 7,200 four years ago. February shipments are generally much larger than the receipts.

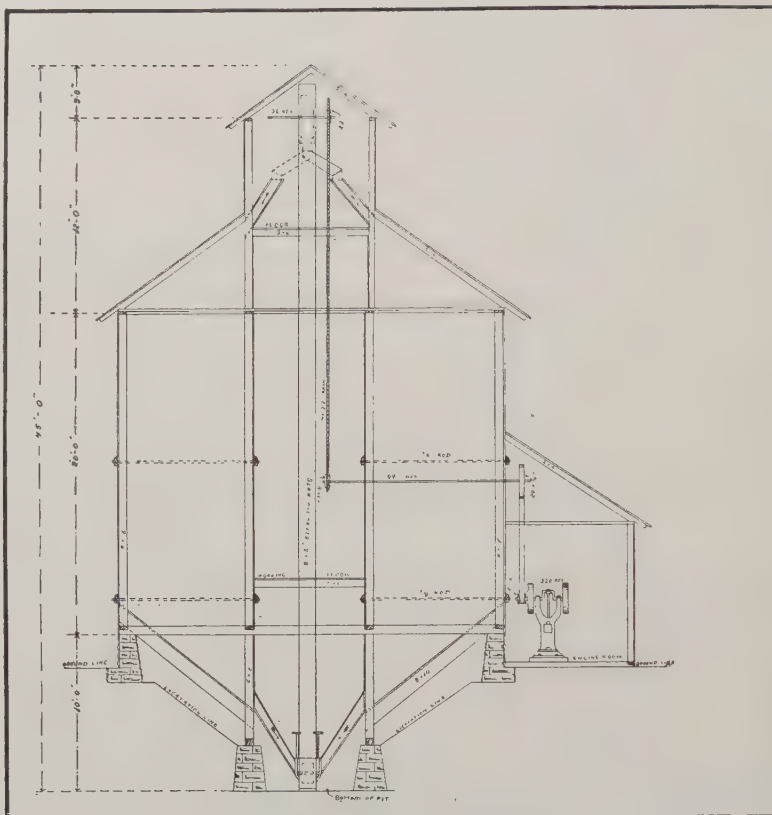
Chicago shipped during the week ending Jan. 19, 965,000 pounds of timothy seed, 400,000 pounds of clover seed, 6,000 bushels of flaxseed, and 156,000 pounds of other seed; compared with 1,166,000 pounds of timothy seed, 437,000 pounds

of clover seed, 43,000 bushels of flaxseed, and 247,000 pounds of other seed, during the corresponding week a year ago.

Chicago received during the week ending Jan. 19, 351,000 pounds of timothy seed, 404,000 pounds of clover seed, 58,620 bushels of flaxseed, and 317,000 pounds of other seed; compared with 1,250,000 pounds of timothy seed, 121,000 pounds of clover seed, 33,050 bushels of flaxseed, and 98,000 pounds of other seed during the corresponding week of 1900.

## A WELL ARRANGED ELEVATOR FOR \$1,100.

Dealers who handle grain in a small way at country stations, where the volume of business does not justify the investment of much money, can build a convenient elevator of small capacity at a very moderate price. Scoop shovel men and irregular dealers find it much better and more to their advantage to have a small house at a low cost and be known



End Elevation—4,500 Bushel Elevator.

Arthur Bros., seed dealers of Portage, Wis., have issued a hanger, 11x18 inches, having on one side a map of the county and on the other a good description of each of the grass plants most in demand, with a mass of information of great interest to farmers who buy seed. It is a permanent and effective method of local advertising. Copies are sent by mail on receipt of 10 cents.

Roland Bolgiano, the prominent seed dealer of Baltimore, says of the Government free seed distribution: As long as the giving of seeds was limited to spreading through the country new or little known varieties of useful plants there could be no objection and everybody was benefited. A sample of good work is to be found in the introduction of seedless oranges and a new variety of cotton in some parts of the south. This is all right, but when it comes to giving away peas, beans, corn and other things which can be purchased at any country store, then we object. With just as much reason the authorities might distribute hats and horses to the farmers.

The telegraf companies and the Chicago Board of Trade seem to be getting nearer one another's ideas of what is right and it may be the trouble will be settled next week.

as regular dealers than to keep on in the old way and have the ill-will of all who are doing a legitimate business.

The accompanying cuts illustrate a side and end elevation, and the ground plan of a small well arranged elevator. Very little room is wasted, nearly all of the space being utilized for grain. It is of stud construction and strongly built. All bins, of which there are five, are well rodded with 5-8 inch iron rods.

The power is furnished by a 2 1-2 h. p. gasoline engine. The elevating capacity of 500 bushels per hour is sufficient for many stations.

By the use of a direct loading spout from elevator head, cars may be loaded to their full capacity without any trimming and at a cost of only 10 cents per car load for power.

The elevator is 12x24 feet by 35 feet high from working floor while the bottom of the pit is 10 feet below. This gives a good pitch and allows the grain to flow freely from the receiving sink and bins to the boot.

The ground plan shows the general arrangement of the elevator, the location of the driveway, dump and engine room. The power is transmitted to a line shaft and is carried from there to the elevator head by a No. 77 link belt chain as is shown in the side elevation. The end ele-



vation shows the location of the wagon dump, elevator legs, and loading spout.

The studding used is 4x6 inches the rafters 2x4 inches and the joists 6x6 inches.

In the driveway 2x4 inch studs and rafters are used. The floor joists are supported on 6x6 inch stuff on top of which is laid 2 inch plank for the floors.

This house complete can be built for \$1,050 to \$1,100, depending upon the location.

The elevator was designed by M. J. Travis of Atchison, Kan., who has erected a number after these plans, which are giving entire satisfaction to the operators.

#### BOOKS RECEIVED.

**CORN TABLES** is the title of a new book of grain tables for reducing pounds in wagon and car load amounts to bushels. It also shows in same column, the value in dollars and cents. The first forty pages are for shelled corn (and may be used for rye) at 56 pounds to the bushel. The price ranges from 10 to 49 cents per bushel. The next forty pages are for ear corn at 70 pounds, 10 to 49 cents per bushel. The weight in pounds by hundreds is given in dark faced figures at the left side of the page and by tens across the top. Small figures at the left

pounds. This is to be tacked up by desk to save trouble of referring to book for every load. This book will be found of much value to corn buyers. Price \$1.25. E. D. Davis, Minneapolis, Minn.

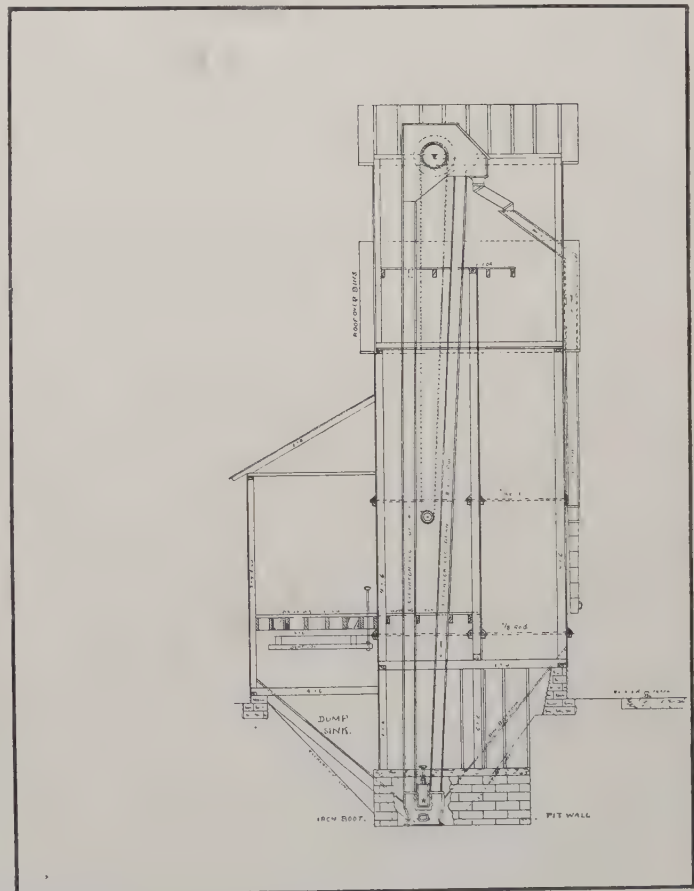
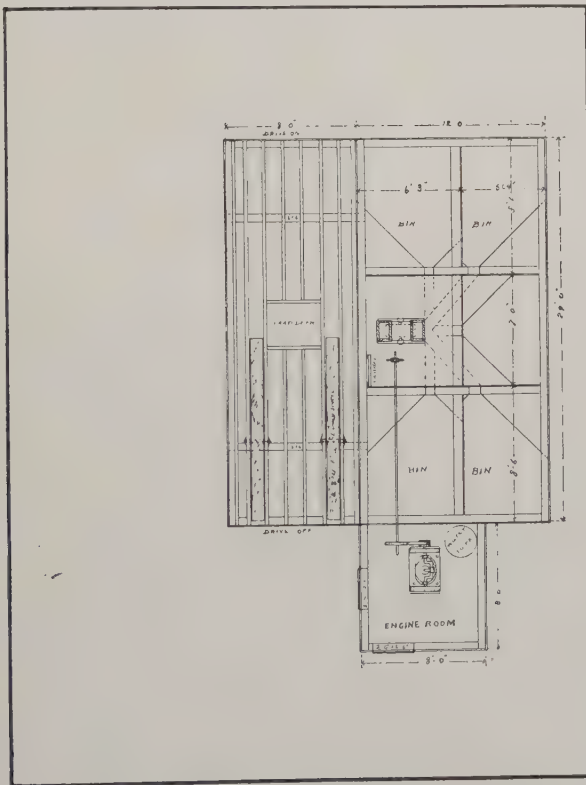
**HAY ASSOCIATION REPORT.**—We have received the report of the seventh annual meeting of the National Hay Association which was held in Baltimore Aug. 14, 15 and 16th, 1900. This report is verbatim and takes up 217 pages. Twenty other pages are devoted to a list of the members of the association. The cover is very artistic. In the center is shown the badge presented to the members at Baltimore, while on either side are sprays of clover and timothy which produce a graceful effect. The report is very complete and reflects credit on the part of the secretary, Mr. Peterson.

**KANSAS Board of Agriculture Report.**—We are indebted to Secretary F. D. Coburn of the Kansas State Board of Agriculture for a copy of the Board's Twelfth Biennial Report, 1899-1900. The

value, by counties, of each class of live stock in each year; the mortality of live stock; the value of animals slaughtered or sold for slaughter, and of poultry and eggs sold; the population of each township and municipality; the assessed valuation of all lands, personal property, city lots, and railroads; the date of organization of each county, its area, rank in population, and miles main-track railroad.

**CONVERSION TABLES** of Weights and Measures and foreign moneys is the title of a little manual prepared by The Philadelphia Commercial Museum. This manual is issued with a view to providing a means for the easy conversion of money, weights and measures used in the United States to those used in the principal commercial countries, and vice versa. This manual is free and a copy should be in the hands of at least every exporter.

**THE WORLD'S COMMERCE** and the United States' share of it is the title of a little booklet, giving statistical tables showing exports from the United States



Floor and Bin Plan—4,500 Bushel Elevator—Side Elevation.

in each column represent the equivalent in bushels and pounds and the larger type to the right show the value in dollars and cents. Six pages in the rear of the book are designed for use when buying corn at 72, 75 and 80 pounds to the bushel. Three pages on the right hand side of the open book are for reducing pounds to bushels and the three left hand pages show the comparative weights, bushel for corn at 72 and 70, 75 and 70 and 80 and 70 pounds per bushel. With each book is furnished a card showing the comparative weights at 75 and 70

first 670 pages of this handsome volume, with 180 illustrations, are given to the promotion of improved animal and farm husbandry, under conditions the Kansas stockman and the Kansas farmer find ready-made or can make in their surroundings; to the furtherance of the dairy interests; and to encouraging the most approved systems of road-making. The succeeding 300 pages tell in detail the story of every township's achievements, annually, in the growing of each important crop, its acreage and yield, and its value where produced; the number and

for various years as well as imports into this country. It also gives the commerce of the different countries of Europe, Asia, Oceania, Africa, North America and South America, showing the total value of imports and exports and the amount from the United States. This is issued by the Philadelphia Commercial Museum, which is endeavoring to increase the foreign trade of the United States and secure for our merchants and manufacturers a more direct and mutual trade with every nation of the world. Copies may be had by addressing the museum.



# GRAIN TRADE NEWS.

## CANADA.

Charles E. Lewis of Minneapolis, Minn., has been elected a member of the Winnipeg Grain Exchange.

A radical change in the system of grain inspection for export from Canada is expected as the outcome of the present investigation.

The elevator and mill of the Farmers Milling Co., at Fort Saskatchewan, N. W. T., were burned Jan. 16, with 40,000 bushels of wheat. Loss, \$25,000; partly insured.

The Canadian Pacific Railway, which has been receiving tough and damp wheat at Elevator B, Fort William, Ont., has made a demand for the payment of storage charges.

The announcement that the Grand Trunk Railway would erect a second large elevator at Portland, Me., is received with great satisfaction by the trade on its line in Canada.

A conflagration at Montreal on the night of Jan. 23 swept away dozens of buildings including the Board of Trade with all the office fixtures and papers of its 100 tenants. Loss, \$600,000.

The secretary of the Liverpool Corn Trade Association will attend the hearings of the recently appointed grain inspection commission at Montreal. The first meeting of the commission was set for Jan. 22.

Stocks of wheat in store at Fort William, Port Arthur, Keewatin, Winnipeg and interior points on Jan. 12 were 5,350,000 bushels; compared with 9,000,000 bushels one year ago and 8,000,000 bushels two years ago.

The annual free distribution of samples of oats, spring wheat, barley, field peas, corn and potatoes, in 3-pound bags by mail thruout the Dominion, will be made after March 1. Applications should be addressed to the director of Experimental Farms, Ottawa, Ont.

A committee of the Montreal Board of Trade has reported that the proposed Georgian Bay canal is of the greatest importance to Montreal as the national port of the Dominion and to the St. Lawrence route. The construction of this canal would provide a deep waterway between the Great Lakes and the ocean.

More new elevators were erected the past year by the Ogilvie Milling Co. than by any other Canadian grain company. The company built 12 houses of 25,000 to 30,000 bushels capacity at Starbuck, Elm Creek, Rathwell, Treherne, La Salle, McTavish, Pierson, Carievale, Crandell, Rosser, Poplar Point and Melbourne, Man.

The Montreal inspection certificates have been looked upon with a good deal of distrust for some time past, owing to a number of complaints from British and Continental receivers, there can be no denying, and hence the proposed action of the New York Produce Exchange, to exclude Montreal from the list of Atlantic ports as regards grain contracts, is not to be wondered at, and we must say that it shows a very fair spirit on the part of the members of that body, to defer action on the proposed rule of exclusion for one

month, in order to give us an opportunity to revise our grain inspection, and place it on a more satisfactory basis.—Trade Bulletin, Montreal.

The contract for the new elevator, which, as reported in the last issue of the Journal, Mackenzie & Mann will erect at Port Arthur, has been awarded to J. A. Jamieson of Montreal. The capacity will be 1,500,000 bushels, and the cost \$350,000. The house is to be completed in September, in readiness to handle the grain arriving over the new Canadian Northern Railway system, which is expected to be completed to Lake Superior by that time.

The 13th annual meeting of the Winnipeg Grain Exchange was held Jan. 9. President William Martin reviewed the events of the past year in the grain trade. The new officers for the ensuing year are William Martin, president; C. A. Young, vice-president; C. N. Sell, secretary and treasurer; arbitration committee: R. Muir, E. O'Reilly, C. Tilt, W. L. Parrish, G. R. Crowe, C. A. Young, and S. Spink; appeal board: S. P. Clark, Thomas Thompson, F. Philipps, N. Bawlf, F. W. Thompson, H. S. Paterson, W. W. McMillan.

The officials of the Canadian Inland Revenue Department are agreed that the Government must either control the inspection and have an expert to advise the department or else the inspection act should be applied only to the inland transportation trade. The latter plan would leave the business in the hands of firms whose thorough knowledge of the wants of the trade and reputation for honorable conduct would be such that their own imprimatur could be done by European buyers as a superior guarantee to any official inspection.

E. F. Craig, president of the Montreal Corn Exchange, and A. F. Reeve, foreign freight agent of the Grand Trunk Railway, visited New York recently to protest against the proposed action of the Produce Exchange of that city, excluding Montreal and Portland from the list of approved grain ports. Mr. Craig said that if the grain exporters would state their objections the matter would be rectified at Montreal. On behalf of the Grand Trunk Mr. Reeve stated that a grain inspection system authorized by the state had just been established at Portland.

## CHICAGO.

Board of Trade memberships are selling at \$2,100.

The Cherokee Hay Co., Chicago, has been dissolved.

C. W. Pardridge is said to have sold out his big line of long wheat.

F. C. Remick has been elected a director of the Board of Trade to succeed John L. Fyffe, deceased.

Any speculator caught with the Wall street bugaboo secreted about his clothes will be clawed furiously by every bear of the pit.

The report of the special committee to check the contents of public elevators,

certifies that the grain in store tallies with the receipts.

By the change in the firm of W. F. Johnson & Co., George A. Wegener, for many years in the employ of the firm, becomes a partner.

Good buying by Armour & Co. on the recent decline in wheat was a decided surprise to the trade. Manager Valentine gave out a bullish interview.

Grain shipments from Chicago east-bound for the week ending Jan. 19 were 2,732,000 bushels; compared with 2,662,000 bushels for the preceding week.

If the persons who borrowed the power plant from R. H. Truitt's steel storage tanks at 85th street and Stewart Ave., will return same promptly they will be profusely thanked and no embarrassing questions asked.

The "Red Book" issued by Howard, Bartels & Co., Jan. 1, is replete with statistical information relating to grain, seeds, provisions, stocks and cotton, compiled in the careful and accurate manner of the publishers of the Daily Trade Bulletin.

President Warren has announced the following Board of Trade committees: Warehouse committee, Nash, Eckhardt, and Slaughter; Weighing committee, Smith, Rumsey, and Nash; Flaxseed inspection committee, Hunter, Rumsey, C. F. Hills, P. H. Eschenburg, and George E. Alt.

Adolph Keitel of Keitel & Co., malt brokers, have brot suit against the Burlington Malting Co., Burlington, Wis., for causing him to lose customers. The frauds are alleged to have been systematically conducted for six years. It is said the Burlington company did not furnish malt equal to sample. The damages asked are \$65,000.

The annual sale of sample tables in the exchange room of the Board of Trade Jan. 16 netted \$4,215, or \$800 more than a year ago. This is in addition to the rental of \$10 per section, making the total \$6,150. Fifty tables were auctioned off, first choice going to Gerstenberg & Co., at \$50, and the highest premium being paid by Eschenberg & Dalton.

An advertisement recently in a local daily: SITUATION WANTED by young man, 35, graduate from Board of Trade with row of zeros to his credit, with no desire to revert, would like position with some concern where his natural abilities would come into play. Address Blank.—Others should follow his example, by quitting a game they cannot play.

The Chicago, Burlington & Quincy Railroad will expend \$1,000,000 of the funds obtained by the issue of new stock in the erection of a transfer yard and the erection of a large elevator at a point in Illinois outside of Chicago so as to facilitate the handling of through traffic and avoid the necessity of bringing it into Chicago for transfer to the Eastern roads.

The candidacy of William H. Harper for a place on the state board of railroad and warehouse commissioners brot out a storm of protests. Mr. Harper is not anxious for the position, and says: The trouble is there is such a prejudice in the minds of some members of the Board of Trade. They think any man who has ever been connected with the elevator business is wholly bad. The facts are the Chicago & Pacific Elevator Co. of which I was manager, never bot grain in the country, nor did they do hardly any shipping.



The new officers of the Board of Trade are: Secretary, George F. Stone; assistant secretary, R. S. Worthington; treasurer, E. A. Hamill; treasurer of clearing-house, John C. Black; manager of clearing-house, Samuel Powell; registrar and inspector of provisions, John A. Tobey; weigher, H. A. Foss; flour inspector, R. W. Rathborne; hay inspector, David Walsh; flax seed inspector, S. H. Stevens.

John L. Fyffe died at his home in Evanston, Jan. 14, of heart trouble, aggravated by grip. For 21 years he has operated on the Board, of which he was elected a director recently. He was born in Dublin, Ireland, in 1858, came to Chicago in 1879, and in 1880 with his brother, W. J. Fyffe, entered the employ of P. B. Weare & Co., grain commission merchants. Leaving the Weare Commission Co., they formed the firm Snyder, Fyffe & Co., and a year ago withdrew to form a partnership as Fyffe Bros. & Co.

The Heath & Milligan Mfg. Co., paint grinders of Chicago, have been given judgment by the Appellate Court against the National Linseed Oil Co., for \$12,014, on account of short measure. The oil company sold 7 1-2 pounds as a gallon when in fact a gallon of oil weighs more. As soon as the paint firm discovered the fact suit was brought on back accounts. The question arises whether the American Linseed Co., as the successor of the former trust, is liable for its actions. It is expected the case will be taken to the Supreme Court.

Stockholders of the American Malting Co. are asked to contribute 10 cents a share to bring suit against some of the directors of the mismanaged corporation. The circular issued by Hutchinson and McElheny states that the facts so far ascertained indicate one of the most reckless cases of the diversion of corporate assets that has yet come to light in the history of recent industrial combinations, and demand that those who have caused such great damage to the company shall be made to account to the company for the damage which they have caused it.

Van Ness & Wilson, is the name of a new grain commission firm which started in business January 22. The members are G. B. Van Ness and L. B. Wilson. Mr. Van Ness has been in the grain business in Chicago continuously since Oct. 1885, and is one of the well known members on the floor of the Board. Until recently Mr. Van Ness was with H. Hemmelgarn & Co. Mr. Wilson has been in the grain business all his life, formerly operating a country station. Later he traveled for a Chicago receiving house and since 1898 has been in charge of the country trade of Ware & Leland, representing this firm on the road.

Complaints of the current in the Chicago River caused by the operation of the drainage canal are expected to cease when the tunnels are removed or lowered and the center pier bridges replaced by those of the bascule type. Chicago authorities admit the conditions alleged by the Lake Carriers Association at the recent Detroit meeting. The work of deepening and widening the river is being pushed by the sanitary district, but the new bridges must be provided by the city government, which has been unable, so far, to raise the money. Litigation with the private corporations using the tunnels is delaying the removal of these obstructions indefinitely.

The grain elevator at Ninetieth street and Harvard avenue was burned on the

afternoon of Jan. 20. Sparks from a Belt Line locomotive started a small prairie fire which was borne by the strong east wind to the big frame elevator. Almost inaccessible over bad roads the fire engines could not stop the flames, handicapped as they were by a scanty supply of water. In two hours the plant was completely destroyed. The house was 124x108 feet, and 94 feet high, having 350,000 bushels capacity. It was built in 1882 by the Leet & Fritts Commission Co. at a cost of \$54,000, and when this concern suspended business in 1898, was leased to the American Cereal Co. for one year. During the past year it has stood idle, and has been held by the Continental National Bank as security for a loan. The insurance is \$25,000.

### ILLINOIS.

An elevator is to be built at Princeville, Ill.

L. G. Vincent, Odell, Ill., was in Chicago, last week.

Gilmore & Franks, Gridley, Ill., will enlarge their elevator.

The corn exposition at Peoria, Ill., will be a permanent fixture.

The construction of a new elevator is proposed at Dewey, Ill.

The elevator at Kirksville, Ill., was recently damaged by fire.

A. G. Smith's new elevator at Union Hill, Ill., is nearly completed.

Cardell & Kesler have bot the elevator of J. W. Payne, at Potomac, Ill.

J. H. Taggart & Son, Wenona, Ill., have opened the Evans Elevator.

W. A. Duncan is conducting a scoop shovel grain business at Sullivan, Ill.

J. B. Snedeker, Astoria, Ill., has equipped his elevator with a feed mill.

J. A. Blue, grain dealer at Rooks Creek, Ill., has recently been on the sick list.

The Holzman-Bennett Grain Co., Grant Park, Ill., has completed its new office.

Henry Grube has bot ground at West Brooklyn, Ill., on which to erect an elevator.

K. J. Rutz, merchant of Gridley, Ill., will build an elevator, making four for that town.

Joseph Wallace has purchased the warehouse at Chicago Heights, Ill., of A. L. Oswald.

E. Baumgardner, Cissna Park, Ill., has installed an 18-h. p. steam engine to increase power.

Mr. Augustus of Argenta has bot for \$6,200 the Jostes Elevator at Macon, Ill., of J. F. Smith.

The elevator property at Odell, Ill., purchased by Bartley Gulshen was that of J. S. Gerdes.

The Reliance Mfg. Co. has received the contract to build a 15,000-bushel elevator at St. Anne, Ill.

O. C. Benson, Fairmount, Ill., has bot and taken possession of the elevator of D. Gregg at Catlin.

W. S. Douglas will buy grain for Mr. Benson, the new proprietor of the elevator at Catlin, Ill.

The J. G. Chick Milling Co., Rockford, Ill., has decreased its capital stock from \$100,000 to \$20,000.

Morrison & Grindley, Thomasboro, Ill., contemplate erecting a 50,000-bushel addition to their elevator.

R. E. Rising, of Champaign, Ill., has bot the elevator at Monarch, Ill., of William Callahan, for \$10,000.

Patten & Beveridge have purchased

the elevator and coal sheds of Ed Hoxey, Somonauk, Ill., for \$3,500.

Cresop & Co., Cushman, Ill., have no facilities for handling grain, but are farmers, as is also A. E. Dolan.

John Mosher, the new grain dealer at Roberts, Ill., has put in a heavier gasoline engine in place of the old one.

A small grain elevator is to be built at Groatville by the D. R. I. Railroad. This is a new station on the line near Moline, Ill.

Mr. White has succeeded to the grain, coal and lumber business hitherto conducted by Newell & White, Garden Prairie, Ill.

Goff & Yates have succeeded A. M. Goff & Son, dealers in grain and implements at Rantoul, Ill. The new partner is B. F. Yates.

The Illinois Valley Grain Dealers Association will hold a meeting at the Harrison house, La Salle, Ill., on Thursday, Jan. 31, at 7 p. m.

The new elevator at Burtonview, Ill., burst recently on account of one of the iron rods giving way. A large quantity of grain was spilled.

Charles F. Skinner, formerly of Skinner & Brown, Emington, Ill., has bot the grain, coal and lumber business of J. Pool at Essex, Ill.

W. A. Rosenberger, Papineau, Ill.: I think the Grain Dealers Journal is one of the best papers in the market today for a country shipper.

The new addition to the elevator of Smith, Hippen & Co., on the river at Pekin, Ill., collapsed recently under a very heavy load of corn.

Davis Bros., Cadwell, Ill., have bot the grain office and cribs of Powell & Wining at Williamsburg, and contemplate erecting an elevator.

David Syme has bot the interest of his nephew, John Syme, in the grain elevator at Sycamore, Ill. John Syme will make his home at Elmhurst.

J. W. Null, manager of the Shearer-Null Grain Co., which has succeeded Coon Bros., at Saybrook, Ill., has removed his family to Saybrook.

Sparks from a locomotive engine were carried to the roof of J. R. Craig's grain office at Stark, Ill., Jan. 17, and caused a fire that destroyed the building.

Almer Perault & Son have succeeded Perault Bros., grain dealers at Morrison, Ill. Albert Perault has retired and Charles A. Perault has been taken into partnership.

Theodore Dill, mayor of Roodhouse, and J. D. McLane of Patterson, Ill., have leased for one year the Barrow Elevator of J. E. House and will place E. L. Atchison in charge.

Fire at Media, Ill., Jan. 7, destroyed the grain elevator of O. L. Kimler, with 2,500 bushels of oats and a car of oats on track. Loss on building, \$2,500; insurance, \$1,200.

Cuppy & Co., have succeeded Howrey & Cuppy, grain dealers at Kemp, Ill., M. E. Howrey having retired. The new firm is composed of H. W. Cuppy, E. A. Hayes and Stephen Munson.

William Plagge has purchased the grain elevator and store of his father, C. Plagge, at Monee, Ill. The latter will retire from active business. Gus Lehmann has been employed to run the elevator.

L. Lamoreaux of Lamoreaux & Foreman, Thawville, Ill., was in Chicago recently. He reports business good. The elevator is full and all they want is cars. Their elevator originally had a capacity of 40,000 bushels, but to handle the



growing business they recently enlarged it to 90,000 bushels.

Fred Oyen, who superintends J. A. Simpson's elevator at Dana, Ill., had a painful accident recently. While attempting to clean one of the cups on the elevator belt, his right hand was caught and three fingers smashed.

The insurance on the burned elevator of L. R. Smith at Sullivan, Ill., has been adjusted at \$1,603. The loss on grain has not been settled. Mr. Smith is arranging to erect a new elevator, and at present is shipping ear corn.

J. H. Herron of Sidell, Ill., was in Chicago this week and reports that he has had a good business at his different stations during the past few months. He is contemplating the building of some new elevators in the spring.

J. T. Samans has purchased the interest of his partner, John F. Schroll, at Pierson, Ill., and is conducting the grain business on his own account. Mr. Tarbox having nothing to do with it, as was erroneously stated. Mrs. Samans is the daughter of Mr. Tarbox.

The vast grain and shipping interests of Illinois have reason to be encouraged over the outlook for a business administration under Gov. Yates. As a candidate, Mr. Yates promised such an administration, and appointments that would insure it, without regard to the political influence of applicants for positions. In various ways the new governor has shown the courage of his convictions, and if his selections for members of the railroad and warehouse commission are made in accordance with his ante-election policy, shipping and grain interests will receive equitable consideration, something they have not received in Illinois for many years.—Farm Implement News.

Bidding promiscuously, that is to Tom, Dick, Harry or any other person who happens to have a name, is decidedly detrimental to regular shippers and results in a prodigal waste of postage stamps. For instance there are only three grain dealers at Mattoon, they are: The Cleveland Grain Co., James Kitchin and Mattoon Elevator Co. At Gays, Ill., there are only two, A. W. Treat and the Mattoon Elevator Co. At Hampton, Ill., the Mattoon Elevator Co., at Janesville, the Henderson Elevator Co., and Mattoon Elevator Co. At Dorans Crossing, Mattoon Elevator Co., only. A great many track buyers continue to send postal card quotations to several other parties who have long since been out of the business, and who do not use them at all for the benefit of the dealers in the trade, but to disturb the market more than anything else. This is particularly true of Cairo, Louisville and Terre Haute track buyers.

## INDIANA.

E. W. Phares has bot the elevator at Kokomo, Ind., of Jay & Dolman.

Cliff Hampton and others have bot the elevator at Fowler, Ind., of J. T. Sims.

Goodrich Bros., of Winchester, Ind., it is said, will erect an elevator at Ridgeville.

The Reliance Mfg. Co. has received the contract to build a 20,000-bushel elevator at Easton, Ind.

The Indiana Corn Growers Association began its second annual meeting at Indianapolis, Jan. 9.

The Warsaw Grain & Elevator Co., Warsaw, Ind., has let the contract for the entire remodeling of the Thayer Elevator.

or. New motive power and a complete equipment of new machinery will be installed.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

A branch line of the Southern Indiana Railway is being surveyed from Indian Springs to Louisville, Ky.

Isaac Reed has purchased and taken possession of the elevator and grain warehouse of E. A. Gray at Argos, Ind.

George R. Hoopes of Logansport, Ind., has bot the grain elevator at Star City, Ind., and will place a man in charge.

The Big Four has compelled some grain shippers along its line to suspend business. No cars, and no prospects.

Edward T. Bull, formerly a grain dealer at Worthington, Ind., and more recently engaged in banking, died recently, aged 55 years.

The Puritan Cereal Food Co., Jackson, Mich., has bot the plant of the Ariel Cycle Co., Goshen, Ind., to be equipped as a cereal factory.

The 68-pound bushel for ear corn must go. Buyers cannot use it and compete with shippers of states not burdened by such restrictions.

J. W. Shaw & Co.'s elevator and mill at Newbern, Ind., was burned recently. Insurance on building, \$200; on stock and machinery, \$1,000.

C. Cunningham, Terhune, Ind., has purchased the elevator of J. F. Pearson at that place. Mr. Pearson is not now in the grain business.

J. Manson Brafford, who recently sold his grain business at Frankfort, Ind., will engage in the wholesale grain business at Des Moines, Ia.

Charles Vernon has succeeded to the grain business conducted at E. G. Vernon's elevator, Anderson, Ind., by Charles Vernon and Charles Davis.

C. E. Bash & Co. have bot the tile business of Joseph Davies at Huntington, Ind., and will conduct it in connection with their grain business.

Indiana may soon have a cribbing law, which will make it easier for country grain shippers to boro money in central markets on grain stored at home.

T. M. Van Horn, representing the Duckwall-Harmon Co., has obtained the contract for the machinery of the new 15,000-bushel elevator to be built by Holmes Bros., Portland, Ind.

J. D. Myers has announced his intention to conduct a scoop shovel grain business at Yeddo, Ind. He has no facilities for handling grain and cannot be classed other than an irregular disturber.

Goshen Milling Co., Goshen, Ind., Jan. 21: Corn has been moving very freely, and we have been shipping several cars daily besides running our corn mill day and night. The demand for feed is very good. Our receipts of wheat, on the other hand, are exceedingly light, and we are running our mill only half time, the demand for flour being very poor indeed.

The grain dealers of Henry county commenced the new year with a reform in the method of measuring corn. Hereafter there will be no 68-pound bushel and 70-pound bushel but instead corn will be bought at so much per hundred-weight, the price varying according to whether the corn is green or old. In this issue is a table of comparative prices the equivalent from 35 cents per cwt. to 60 cents per cwt. This is the simpler method and will soon gain favor among farmers.—Democrat, New Castle, Ind.

## IOWA.

Spooner & Son, it is said, will erect an elevator at Mondamin, Ia.

The Salix Elevator Co., Salix, Ia., has succeeded Nelson & Jenson.

Jameson's new elevator at Grand Junction, Ia., has been completed.

V. D. Bumgardner, Oasis, Ia., has rebuilt and enlarged his elevator.

K. A. Harper has succeeded U. S. Fry, grain dealer at Van Horne, Ia.

George DeGroot is conducting a scoop shovel grain business at Rutland, Ia.

F. Scott & Co. are attempting to handle grain without facilities at Somers, Ia.

J. W. Johnson of Pioneer, Iowa, is not the same as J. W. Johnson of Newhall.

Ed. Stephens has succeeded J. Dowding in the grain business at Cherokee, Ia.

Charles T. Sidwell has succeeded F. A. Scott & Co., grain dealers at Florence, Ia.

Shaw & Binder have completed their new elevator at Colo, Ia., at a cost of \$8,000.

W. Felkner, Downey, Ia., put in a dump, built a new office and set up new scales.

The elevator on the Illinois Central at Onawa, Ia., is now operated by Gray & White.

The Nye & Schneider Co. has succeeded J. W. Clark, grain dealer at De Witt, Ia.

Trent & Sons have succeeded Trent & Clippinger, grain dealers at Guthrie Center, Ia.

Morton Bros., grain dealers, contemplate erecting elevators at McPaul and Bartlett, Ia.

E. F. Jockheck, Jr., has added implements to his grain and stock business at New Liberty, Ia.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

E. S. Correll is attempting to do a scoop shovel grain business at Adel, Ia., on the C. M. & St. P.

Berryman & Smith have succeeded King & Smith, grain dealers on the Great Western at Aurora, Ia.

W. B. Darnell has bot the elevator at Wellman, Ia., of I. F. Miller, and will take possession March 1.

E. F. Smith, one of the regular dealers at Wellman, Ia., is scalping at Kalona, Ia., and shoveling into cars.

Burgess Carr has succeeded Nelson Bros. & Rich, grain dealers on the M. C. & Ft. D. Ry., at Swaledale, Ia.

Fred Faulkner, Cedar Rapids, writes that Harris & Son of Montezuma, Ia., will build an elevator at Barnes City.

H. A. Rogers has bot the grain and coal business of I. E. Jackson at Union, Ia., and will take possession March 1.

Gregory, Jennison & Co., have succeeded S. H. Grannis in the grain business at Ledyard, Ia., on the Northwestern.

Geo. A. Wells, secretary of the Iowa Grain Dealers Association was in Chicago two days last week in the interests of the organization.

D. B. Smith of Bennett, Ia., has bot the elevators of M. E. Foreman at Bennett and Tipton. W. A. Gray will continue as buyer at Tipton.

Valentine & Crowe have succeeded Lamp & Valentine at Mapleton, Ia., instead of Lamp & Crowe, as stated in last issue of the Journal.

Miss Alice Leake is looking after the business of Leake & Sons, who operate elevators at Audubon, Ross, Manning



and Halbur, Ia. Miss Leake has a faculty for transacting business equaled only by a few of her sex.

Fred Faulkner, of Cedar Rapids, informs us that B. Cline of Hill's Siding, Ia., will shortly improve and rebuild his elevator and grain sheds.

An addition of 40,000 bushels capacity will be built to the elevator in connection with the mill of the Prairie Queen Milling Co., Sheldon, Ia.

M. E. Foresman, grain dealer at Bennett and Tipton, Ia., died Dec. 10, after three weeks illness. He carried life insurance aggregating \$8,000.

C. F. Austin, of Gardner, Ill., has bot the elevator of Hayse & Hartwig at Williams, Ia., and will make improvements after taking possession Feb. 1.

Henry Leonard, employed by the Solomon Grain Co., Solomon, Ia., recently lost most of his household goods by fire. The building was totally destroyed.

The Iowa Seed Co. will conduct its warehouse at Des Moines, Ia., as a public grain elevator and issue warehouse receipts against the stock in store.

At Calamus, Ia., K. Lohman, regular dealer at Wheatland, and J. Wolf, regular dealer at Grand Mound, are attempting to conduct a scoop shovel grain business.

A. A. McIntosh has no facilities for handling grain at Aurora, Ia., on the Great Western, and is not recognized as a regular dealer by the Iowa Grain Dealers Association.

Mastin & Slack, grain brokers, will move their headquarters from Webster City to Des Moines, Ia., where they have taken the offices formerly occupied by the Weare Commission Co.

E. B. Michael of Bigelow, Minn., has purchased of J. B. Maricle the elevator at Storm Lake, Ia., formerly operated by Wedgwood & Co., and will remove his family to the new location.

John Gwyn of Yorktown, informs us that W. E. Biggs has bot the elevator of Butler & Burleson at Clarinda, Ia., with the three acres of land adjoining, for \$1,500, and will take possession March 1.

William Blakely and James Adcock have bot the Peavey Elevator on the M. & St. L. Railroad at Ogden, Ia., and will not build an elevator as contemplated. The Peavey Company is shipping its belongings to New York.

The Northwestern Iowa Grain Co., with headquarters at Mason City, Ia., has increased its capital from \$50,000 to \$100,000. This growing concern is very prosperous. M. W. Lee is vice-president and general manager of the company.

George S. Neel & Sons and Johnson Bros., are entirely out of the grain business at Rippey, Ia. The elevator formerly owned by these parties has been purchased by the Des Moines Elevator Co. The only regular dealers at that point, to whom bids should be sent, are the Des Moines Elevator Co., and Roberts & Davis.

Fire at Manson, Ia., Jan. 7, destroyed the new elevator of Harper & Co., on the Rock Island, together with 22,000 bushels of oats and 4,000 bushels of shelled corn. The building was partly insured, and will be rebuilt, either by Harper & Co., or other parties, since the foundation is of some value and Manson is a good grain town.

The following persons are engaged in the scoop shovel business, have no facilities for handling grain and are not recognized as regular dealers by the Iowa Grain Dealers Association: John Ammond, Fort Dodge, Ia.; S. G. Liscomb,

Dunlap; Charles Brockway, Matlock; W. J. Hamilton, Owasso; F. M. Terry, Little Sioux; J. E. Fevold, Badger; Emmick Bros., Ralston, and H. Tropitz, Holstein, Ia.

R. Whisler & Son, Farragut, Ia., Jan. 19: Our corn crop here this year was only fair in quality and quantity. Quite a lot was hauled in to the elevators from the field; but the prospect is for a light movement from now on. The old corn is practically all out of the country, and most of the corn now cribbed is in the hands of men who are disposed to hold for considerably better price. In '98 there were 575 cars of corn shipped from here, '99 about 525, and during the past year, 475.

The Grain Shippers Mutual Fire Insurance Association makes a splendid showing in its last semi-annual statement. The increase in business for the six months ending with Dec. 31, 1900, has been more than 71 per cent. The increase for the year ending Dec. 31 has been more than 122 per cent. Policy holders have saved about \$5,000 by membership in this association. The receipts during the past six months were \$13,698, and the disbursements \$12,117. The amount of insurance in force at the end of the year was \$1,131,737. F. D. Babcock is secretary of the association, which has its home office at Ida Grove, Ia.

Advancing money to a tenant is not always a safe transaction, as is clearly shown by the following sent in by T. A. Kyle, of J. A. Kyle & Son, Shenandoah, Ia.: A curious legal point came up for action in Farragut yesterday. William Wages, who farmed the Steve Jordan place the past year, contracted some corn he had in a crib, about 500 bushels, to Whisler & Son some time ago for 25 cents per bushel and Whistlers paid him \$50 on the contract. He was to bring in the corn when they asked him to do so, but he was taken sick and this delayed the hauling. In the meantime Mr. A. Campbell, a hardware merchant, became alarmed about a bill that Wages owed him and attached the corn and yesterday it was sold at constable's sale to T. J. Morgan for 28¾ cents per bushel. It is presumed of course that Wages will be able to re-inburse Whisler & Son for the money advanced. It is also stated that the whole proceeding on the attachment was perfectly legal, but it shows the danger to grain or stock buyers in advancing money on a contract unless it is written and recorded.

## KANSAS.

F. V. Lavenburg & Co., have succeeded C. E. Sheldon at Narka, Kan.

Gifford Bros., have bot the elevator at Scottsville, Kan., of A. J. Loomis.

Bursting pulleys in the elevator at Ottawa, Kan., recently did considerable damage.

Farmers are behind the Union Elevator Co., which is to build an elevator at Waukomis, Kan.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

The fourth annual meeting of the Grain Dealers Association of Kansas will be held in Topeka, March 12-13.

C. E. Sheldon has succeeded C. M. Moore & Co., at Powhattan, Kan. The latter are out of the grain business.

The Kansas Grain Dealers Association has no check weighman at the Belt Line Elevator or the National Elevator

in Kansas City, the owners of the elevators having refused to permit it.

The December collections of the Kansas State Grain Inspection Department were \$2,986, and the expenses, \$2,486; surplus, \$500.

Following the annual meeting of the Kansas Association, the members will go on an excursion to New Orleans, Hot Springs, and St. Louis.

The Kansas Grain Dealers Association admitted 123 new firms to membership during 1900 and lost only 31, making a net gain of 92 members.

The old Maple Leaf Elevator at Kansas City, Kan., is to be placed in operation by the Crescent Cereal Co. Meal, grits and feed will be made.

J. Berns & Son have leased the elevator on the Rock Island at Peabody, Kan., to handle their increasing business. Arnold Berns will have charge.

Kansas dealers are supporting the state association more heartily than ever and dues are paid promptly. Such support gives the officers the encouragement necessary to success.

Failing to obtain permission from the treasury department for the free importation of seed wheat for the Kansas farmers, Representative Calderhead has introduced a bill permitting the Kansas Millers Association to import 25,000 bushels seed wheat of the kind described under certain conditions.

A few grain commission firms in Kansas City and St. Joseph, Mo., continue to ignore their own interests as well as the interests of regular grain shippers, by helping and encouraging a few irresponsible scoop shovel men. They seem to overlook the fact that it would be much safer to confine their business to shippers who have permanent investment and are in the business to stay.

## MICHIGAN.

Parson & Hobart, grain dealers, have established an office on the Detroit Board of Trade.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Michael Lesselyoung, grain dealer of Ishpeming, Mich., was recently caught by a belt and seriously injured.

J. E. Botsford and Frank D. Jenks, of Port Huron, Mich., have been awarded the contract to erect an elevator in Scotland.

A state grain inspection department is provided for by a bill recently introduced in the Michigan Legislature, ostensibly in the interest of the farmer.

The grain handled by the Detroit Board of Trade during the past year amounted to 11,003,000 bushels; compared with 8,712,000 bushels during the preceding year.

Henry McMorran, of Port Huron, Mich., recently seized on an attachment six carloads of hay belonging to Hollister Chase & Co., of New York, whom he alleges owe him money.

The L. H. Riedel Elevator Co. has been formed at Minden City, Mich., to build an elevator and deal in grain. L. H. Riedel of Forestville will remove to Minden to manage the business.

The Michigan Millers Association has warned the millers and grain men that a gang of safe blowers is touring the state, and that as little cash as possible should be kept on hand. Successful raids were made by this gang recently on three mills at Ann Arbor and Oxford.



The Michigan crop report for January, issued by Fred M. Warner, secretary of state, gives the total number of bushels of wheat reported marketed in the five months, August-December, as 2,055,090, which is 1,640,400 less than reported marketed in the same months of the preceding year. At 42 mills and elevators from which reports have been received there was no wheat marketed in December. The total amount of wheat shipped by railroads from the various stations, as reported for November, is 220,977 bushels. Damage to wheat is reported by 210 correspondents; while 283 report no damage.

### MINNESOTA.

E. O. Wright has resigned his position with F. H. Peavey & Co., at Minneapolis, Minn.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

A. B. Robbins, the well-known Minneapolis grain dealer, has been appointed log surveyor of that district.

The Butterfield Farmers Elevator Co. has been incorporated at Butterfield, Minn., with \$5,000 capital stock.

The grain trimmers of Duluth, Minn., have formed a union, as a branch of the International Longshoremen's Union.

A. C. Clausen, former chief grain inspector, is seeking his old position at the head of the Minnesota department.

The Flour City Grain & Feed Co., Minneapolis, Minn., is putting in machinery to grind feed. F. N. Jennings is manager.

The Tri-State Elevator Co., of Minneapolis, Minn., has bot the elevator at Bigelow, Minn., of the E. E. Sidnam Grain Co.

The annual assessment on members of the Duluth Board of Trade has been fixed at \$60, with a rebate of \$10 if paid in 30 days.

The contract for the erection of the new nine-story building of the Minneapolis Chamber of Commerce has been let to C. F. Haglin at \$365,000.

L. C. Harrington, Pipestone, Minn., has equipped his elevator with a new No. 4 Monitor Flax Cleaner and can now clean all kinds of grain.

M. J. Schmidt, late of Howard, S. D., has taken charge of the elevator at Hardwick, Minn., recently purchased by Albert Rothschild and his cousin of Davenport, Ia.

Henry and Charles Enke have formed a partnership as Enke Bros., in the grain, coal and wood business at Lake Benton, Minn. Their elevator has been placed in running order.

The Rice's Mercantile & Elevator Co., Rice, Minn., has elected J. M. Thoen, president; Joseph Popp, vice-president; L. G. Cairns, secretary; and John C. Momburg, treasurer.

The Storage Elevator & Milling Co., of Minneapolis, will build a grain elevator, 58 x 70 feet, at West St. Paul, Minn., on the Chicago Great Western tracks. The cost is estimated at \$45,000.

The new members of the Minnesota Railroad Commission have taken office. Under the new law the commissioners are elected, and not appointed by the governor as formerly. The members are J. B. Mills, C. F. Staples and J. G. Miller.

The Millers & Manufacturers Insurance Co., of Minneapolis, Minn., has been barred from Wisconsin by the insurance commissioner of that state on account

of violating the resident agents' law and not using the Wisconsin standard policy. The company was also fined \$30. The trouble was caused by the company's New York agents, who wrote insurance on two risks in Wisconsin on the New York policy. Policies already written remain in force. Application will be made for a new license. The company contemplates bringing suit for damages against the New York agents.

To comply with the suggestions of the Chicago insurance committee the Consolidated Elevator Co., which operates elevators at Duluth, Minn., with 13,000,000 bushels capacity, will improve the condition of its elevators B, D, E, and H in respect to protection against fire. A complete system of modern dust collectors will be put in; the roofs of the boiler houses will be replaced with fireproof material, and the frame gallery connecting the annexes will be torn down and replaced with galleries made of tile. The recent general increase in rates of insurance makes a difference to the Consolidated Company of \$7,000 per year. The improvements will save far more than their cost.

Fifteen hundred applications for positions in the state grain inspection department have been received. As there are only 150 positions and some of the present incumbents will be retained, many of the applicants will be left in the cold. One applicant says he does not know much about wheat, but since reading the report of Chief Grain Inspector Reishus he learns that this is not an essential qualification for a grain inspector. Another says he is a good church member and sings in the choir. Another applicant declares that he can grade grain so that there will never be any complaint. He is sure of a job. The commission is looking for just such men. Then there is the man with the thirteen children to support, and the one with the long petition that nobody has time to read.

### MISSOURI.

Snodgrass & Burrough have succeeded Burrough & McEwen, grain dealers at Kansas City, Mo.

The Southern Stock & Grain Co. has been incorporated at St. Louis, Mo. Capital stock, \$50,000; incorporators, J. T. Sledge, C. E. Hayden, Louis R. McDermott and others.

Alex Verdott, Bennot Mills, Mo., is getting together the material for the construction of a brick fireproof grain elevator next spring. During the present season Mr. Verdott has handled 150,000 bushels of grain.

The Missouri State Grain Inspection Department graded 57,211 cars on arrival during 1900. Of these 35,465 were inspected at St. Louis, 17,092 at Kansas City and 4,654 at St. Joseph. The receipts from inspection and weighing fees were \$41,567, and the expenses \$35,368. By the reduction in expenses during the past year the balance on hand has been increased from \$2,594 a year ago to \$8,793 at the present time.

The report of the Missouri Railroad and Warehouse Commissioners for 1900 calls attention to the very material reduction in cost of inspection consequent upon the largely increased capacity of cars. The charge for the inspection of a car of wheat is 50 cents (in St. Louis). Formerly the carload was about 650 bushels of wheat. Now the carload averages about 850 bushels—the saving to the

owner being about 17 cents per car. This applied to the St. Louis business alone for the past year amounts to something over \$1,800. A corresponding reduction is effected as regards other grain.

### NEBRASKA.

H. Edelmaier has removed from Hadar to Leigh, Neb.

H. B. Hoyle, formerly of Martell, has completed an elevator at Hallam, Neb. Griffin & Sieck has succeeded H. B. Hoyle in the grain business at Martell, Neb.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Marvin T. Cummings, grain dealer at Beatrice, Neb., was married Jan. 8, to Miss Almidu Loughtin at Lincoln.

Stock growers of Dundy County have asked the Nebraska Legislature for an investigation of the cornstalk disease.

The Loup Valley Grain Co., Ord, Neb., is building a brick engine house, and will replace the steam engine with a gasoline engine.

L. B. Baker, Battle Creek, Neb., has remodeled his elevator and put in a Fremont Gasoline Engine and Barnard & Leas Separator.

R. E. Roberts is no longer in the grain business at Arlington, Neb., having sold to Turner & Brenner. His son Henry has bot the Crowell Elevator at Kennard and will build a new elevator at Arlington.

Edward C. Van Allen has succeeded Van Allen & Heyl, grain dealers at Platte Center, Neb. Mr. Van Allen has built a brick office, 12 x 24, with a steel roof; put in a Monarch Scale and a 6-h. p. Fairbanks-Morse Gasoline Engine.

J. H. Swan of Deshler, Neb., whose elevator was advertised one time in the Journal, writes: Please discontinue the advertisement, as I have sold the Deshler elevator to W. M. Van Buren & Son of Shickley, Neb., and the Journal did it.

### NEW ENGLAND.

D. F. Cram has purchased a grain store at Raynham, Mass.

Jewett Pratt is closing out his grain business at Fairfield, Me.

C. W. Gammon, grain dealer at Jay, Me., has closed out his business.

James Campbell has engaged in the grain business at Provincetown, Mass.

Henry C. Hall has succeeded Jacob Ham & Co., dealers in grain and hay at Woburn, Mass.

Robert Forsyth & Son have succeeded Robert Forsyth in the grain business at Centerville, R. I.

George B. Brown of Ipswich, Mass., will establish a branch of his grain business at Boxford.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

J. B. Brockway, dealer in grain and feed at Williamstown, Vt., it is said, will build a warehouse.

The new engine and machinery of Lemaire's grain elevator at Whittenton, Mass., has been set up.

Samuel Radis, grain dealer of Fall River, Mass., has filed a petition in bankruptcy, scheduling \$5,651 liabilities and \$722 assets.

Fire at Davisville, R. I., at an early hour on the morning of Jan. 17 totally destroyed the grain elevator, feed mill,



grocery store and lumber yard of Lorenzo Vaughn. About 1,000 bushels of corn, barley and oats were burned. Loss, \$6,000; insurance, \$3,000.

W. W. Butman & Co., grain dealers of Lynn, Mass., who made an assignment, have formed a new partnership with F. H. Cressey of Boston.

Frank S. Hussey, dealer in grain and hay at Boston, Mass., and a member of the Chamber of Commerce, died recently of a complication of diseases.

Edward P. Merrill, grain broker, Portland, Me., writes: Oats moving slowly; the trade inclined to wait for a break. Corn is selling steadily; the feeling prevails that corn will advance some. Millfeed sells only as wanted; corn and oats ground together to some extent takes the place of millfeed. A good snowstorm and cooler weather would help business.

The Maine Legislature has passed a bill authorizing the appointment of a state grain inspector at Portland, Me., at the solicitation of the Chicago & Grand Trunk Railway, with a view to giving grain shipments from its elevators an official grading that will carry weight with exporters. The inspectors will be named by the Portland Board of Trade, and the first incumbent is Robert Sharpe. The Portland Board has adopted rules similar to those of the Boston Chamber of Commerce.

### NEW YORK.

Uriah C. Whitlock, a grain trader of New York, and for 20 years a member of the Produce Exchange, died recently.

Milton Rathbun, grain dealer of New York, recently felt an attack of grip coming on. To guard against a serious result he began a week's fast Jan. 6, and soon entirely recovered. A year ago Mr. Rathbun fasted 35 days without abandoning for an hour the usual routine of business.

The Buffalo Grain Shovelers Union recently resolved that whereas the union has had an agreement with the Lake Carriers Association for the scooping of grain for the navigation season of 1900, and whereas the said agreement granted us privileges which did not exist heretofore, and we feel satisfied that we received the full compensation agreed upon, therefore, be it resolved, that the delegates do all in the power to bring about another agreement, with the same conditions that have existed during the navigation season of 1900. That the grain scoopers do heartily endorse the reappointment of Thomas W. Kennedy as superintendent, as we have the highest possible regard of Mr. Kennedy, and for his absolute fairness and honesty of purpose.

Dealers in carloads on the New York Produce Exchange held a meeting Jan. 15 to amend the rules. The committee has been unable to secure the desired concert of action by other exchanges. The new amendments provide that the term "immediate shipment" shall mean that shipment shall be made within three business days from the date when shipping directions have been received by the seller. "Quick shipment" shall mean that shipment shall be made within five business days from the date when shipping instructions have been received by the seller. "Prompt shipment" shall mean that shipment shall be made within ten days, exclusive of Sundays, from the date when shipping directions have been received by the seller. Where no

specifications of shipment is named in the contract "prompt shipment" shall apply. In all sales of grain and feeds in car loads for future delivery, a car load of oats shall be deemed to contain 1,500 bushels of corn, 900 bushels of wheat, 800 bushels of rye, 800 bushels of barley, 1,000 bushels of millfeeds in sacks, 40,000 pounds of millfeeds in bulk, 30,000 pounds. The president is to appoint a supplementary committee of five members of the New York Produce Exchange, in the grain trade, to be known as the car-lot committee. This committee is to consider and decide all disputes over car lots of grain and millfeeds for track and interior deliveries or distribution.

The employment of a superintendent by the Lake Carriers Association has operated so well at Buffalo that the convention at Detroit unanimously indorsed the committee report in favor of continuing it. The report showed that \$529,218 was collected from vessels during the season for shoveling; that of this amount \$187,000 was paid for rent of steam shovels, and the men were paid about \$316,500. The balance was largely taken up in the salaries of Superintendent T. W. Kennedy and his assistants, office rent and other expenses, but there was quite a comfortable surplus due the vessels and it was decided to make this the nucleus of a sinking fund that may possibly be required in the conduct of the business next year, as it was the sense of the meeting that the shoveling charge for next season should be reduced 5 cents per 1,000 bushels, making it \$3.30 instead of \$3.35. Of this \$3.30 per 1,000 bushels the grain shovelers will get \$2.00, the steam shovels \$1.20, and the balance of 10 cents will be devoted to the expense of conducting the business. It was a source of great satisfaction to the meeting to learn that the shovelers in their union at Buffalo had passed resolutions endorsing the systems of the past season and asking that it be continued. Everything pertaining to the Buffalo work was left to the grain shoveling committee of the past year, which was reappointed, but with the understanding that T. W. Kennedy was to continue in the position of superintendent.

### NORTHWEST.

C. Van Wold has been elected manager of the Farmers Elevator Co., at James, S. D.

John Selmser has succeeded J. H. Carroll as manager of the Van Dusen Elevator at Watertown, S. D.

Arthur C. Petheram, grain dealer of Bonilla, S. D., was married recently to Miss Bessie M. Shipman.

The St. Anthony & Dakota Elevator Co., of Minneapolis, Minn., has bot the lumber yard at Hillsboro, N. D., of the Northern Lumber Co.

The breaking of an elevator belt at the Marfield Elevator, Centerville, S. D., recently, gave Agent Dann and his assistant, R. W. Munsil, a hard day's work to repair the damage.

The Minnesota Board of Grain Appeals has revised its rules for the inspection of flaxseed to conform to those of the Chicago Board of Trade. The revised rules are published elsewhere in this issue of the Journal.

Farmers are forming a company to build an elevator at Bath, S. D. The capital stock will be \$5,000, of which \$3,000 will be expended on the building.

The incorporators will be E. O. Hunstad, A. J. Svarstad, W. T. Clark and John Chamberlain.

Ezra Martin's elevator at Northville, one of the largest in Spink County, S. D., was burned on the morning of Jan. 7, together with 6,000 bushels of wheat. The fire started in the engine room, and it is supposed, from a can in which gasoline was kept. Loss, \$8,000; partly insured.

The large elevator at Milton, N. D., operated by the St. Anthony & Dakota Elevator Co., of Minneapolis, Minn., was burned on the morning of Jan. 7. The fire is supposed to have started in the basement. The house contained 18,000 bushels of wheat, 5,000 bushels of flaxseed and 1,000 bushels of oats. The detached power house was saved by keeping a stream of water playing on it. Loss on building, \$5,000. Insured.

### OHIO.

An elevator costing \$2,500 will be built on the Ohio Central at Prairie Depot, O.

A. E. Slessman has bot the elevator at Green Spring, O., of Comstock & Slessman.

S. A. Muff, New Carlisle, O., informs us that he will build one or two elevators this spring.

H. H. Guy has succeeded Joseph Metzner in the grain and feed business at Celina, O.

D. Burns, of Rossville (Hagerman P. O.) O., contemplates erecting an elevator at St. Henry, O.

L. C. Ewing, of Weston, has the contract to build an elevator for the business men of Deshler, O.

D. R. Risser, Vaughnsville, O.: I think the Journal is very good, and no grain dealer should be without the paper.

Some of the important work that the Ohio Grain Dealers Association will undertake during 1901 is set forth in another column.

S. R. Backus & Co., Toledo, O., have let the contract for a steel grain elevator to a Chicago firm. The new plant will be situated on the site of the burned Union Elevator.

The new officers of the Grain, Hay & Feed Receivers Association at Cincinnati are Harry H. Hill, president; Charles S. Maguire, secretary, and J. A. Loudon, treasurer.

The Toledo Elevator Co., Toledo, O., has elected the old officers, J. H. Bowman being president, C. R. Bowman vice president and L. O. Bodman secretary and treasurer.

At a recent meeting at Cincinnati the Southeastern Mississippi Valley Association advanced the rate on grain from Ohio River crossings to the south 3 cents per 100 pounds.

The Toledo Produce Exchange has reappointed Grain Inspector Culver for the coming year. His administration of the office has been a credit to himself and a benefit to Toledo.

The Cero-Coca Co. has been incorporated at Urbana, O., to make and sell cereal and other food products. Capital stock, \$10,000; incorporators, J. C. Rhodes and others.

P. W. Gage, who has recently sold his warehouse interests at Galena and Sunbury, O., it is said, will build a large grain elevator on the Hocking Valley tracks at Delaware, O.

James E. Rundell has been elected president of the Toledo Produce Exchange. Mr. Rundell is a member of



the old and well known firm of W. A. Rundell & Co., grain and seed commission merchants of Toledo, and is one of the most popular members of the Exchange.

J. W. McCord, secretary of the Ohio Grain Dealers Association, states that a committee is working on arrangements for the 1901 annual meeting, which it is expected will be held at Niagara Falls the latter part of May. Since the meeting will be held in connection with a few days' visit to the Pan-American Exposition at Buffalo those attending are sure of a good time.

An Ohio shipper writes: Think of us grain buyers in Darke Co., State of Ohio, paying 35 cents per bushel for corn and selling it after shelling and running thru our houses for 36 1-4 to 36 1-2 cents per bushel and boarding ourselves, and belonging to the Grain Dealers National Association. We dream nights of our snap and muse over our great prospects in our waking hours.

Grain dealers who desire to be classed as irregular dealers, scalpers and scoop shovel shippers will have their desires gratified, if they neglect to send their firm's name, stations and capacities of each elevator to Secretary J. W. McCord of the Ohio Grain Dealers Association. If he has not this information it will not appear in the published list of regular dealers. By sending him this information today you will assist in the work of protecting your business from scoop shovel competition.

### PACIFIC COAST.

Knight & Son have erected a 32,000-bushel elevator at Provo, Utah.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Foundations are being laid for the additional warehouse of the Northern Pacific Railway at Tacoma, Wash.

The Wasco Warehouse Co. has been granted the right to erect a flouring mill on public ground at The Dallas, Ore.

The Great Northern Railway is preparing to build 35 miles of line along the coast between Everett and Seattle, Wash.

A controlling interest in the grain warehouse of D. M. Glasgow at Davenport, Wash., has been purchased by the Big Bend Milling Co. Mr. Glasgow, who has been in the grain business at Davenport for 12 years, will remove to Spokane.

The superior court of Whitman County has confirmed the sale of the Hamilton & Rourke Warehouses to Sibson & Kerr. The transfer embraces 20 warehouses in Walla Walla County, Wash., and a number of others remain to be sold in other counties.

### PENNSYLVANIA.

Hartle & Barnhart have purchased the grain elevator, warehouse and store of H. P. McLaughlin at Manson & Dixon, Pa.

Routh & Moore, dealers in grain, hay and feed have dissolved partnership. The business at Wilmerding, Pa., will be conducted by John Routh, and that at Brad-dock, Pa., by George Moore.

### SOUTHEAST.

Woods & McGahey have engaged in the grain business at Lewisburg, Tenn., at their new warehouse.

Thomasson & Co., Paducah, Ky., expect to build an elevator.

The Dickson Feed Co. has been formed at Dickson, Tenn., by G. W. Dodson and others.

J. W. Morris writes that the Mt. Sterling Commission Co., Mt. Sterling, Ky., has discontinued the business.

A 20,000-bushel grain elevator will be erected in connection with a new mill by C. H. Beshers and J. E. Jackson, at Clinton, Ky.

J. S. Mize of New Orleans, La., has been examining grain handling facilities at Pensacola, Fla., with a view to leasing the grain elevator at that place.

The Montgomery Warehouse & Elevator Co. has been formed by T. J. Sullivan and others of St. Louis, Mo., to erect a grain elevator at Montgomery, Ala., to cost \$30,000. The plant will be located on the Mobile & Ohio Railroad.

Wisner & Co., grain dealers of Memphis, Tenn., suffered the loss of their elevator by fire Jan. 11. The building was valued at \$9,000, and insured for \$7,000. Loss on stock, \$4,000; insured. The firm is composed of Frank and William Wisner, who for several years have transacted a large business in grain. To care for their trade the Central Warehouse has been leased. The elevator will be rebuilt.

### SOUTHWEST.

Will G. Reed has removed from Winthrop, Ark., to Pawnee, Okla.

The farmers of Waukomis, Okla., have secured a site on which to erect their proposed elevator.

A report of the recent meeting of the grain dealers of Oklahoma and Indian Territory at Kingfisher will be found elsewhere.

Grain exports from New Orleans, La., for 1900 consisted of 23,264,000 bushels corn, 8,016,000 bushels wheat, and 1,275,000 bushels oats.

A. F. Hatfield & Co., of Clyde, Okla., inform us that an elevator will be built at Blackwell, Okla., in the spring, by the Davis-Vilott Grain Co.

The Smith Grain Co.'s hay warehouse at Little Rock, Ark., was burned Jan. 7, with six cars of grain on track. The grain warehouse was not harmed. Loss, \$12,000; partly insured.

### TEXAS.

Hessian fly is reported to be working in the Texas wheatfields.

Mr. W. A. Cox has engaged in the grain business at Hico, Texas.

For the first time in three months the engines at Elevator B, Galveston, Tex., were started Jan. 8.

The many friends of Secy. H. B. Dorsey will regret to learn that his little boy accidentally shot himself Jan. 19.

The State Association is watching the interests of its members at Austin. All grain dealers should help in the work.

Are you a member of the State Association? If not, you are ignoring an opportunity to advance the interests of your business.

The Oklahoma & Western Railway Co. has been formed to build 185 miles of road between Oklahoma City and Amarillo, Tex.

Every grain dealer will profit by using his influence with his representatives in the state legislature in behalf of the crop statistics bill.

The new president of the Southern Pacific Railway, Mr. Hays, is said to have

given orders for the construction of the 1,000,000-bushel elevator on Pier A at Galveston, Tex.

M. M. Early, Waco, Tex.: I consider the Grain Dealers Journal a very valuable paper, and do not see how any dealer can afford to be without it.

James Seaver of the Midland Elevator Co., Kansas City, was in Galveston recently to look into the facilities of that port for handling grain.

On account of the delay of the railroad commission in considering the proposition to cancel the stopping in transit rule, and to amend the grain tariff, the meeting of Texas dealers which was to have been held at Fort Worth has been postponed to Jan. 30.

Owing to the shortage in the corn crop in Texas last season, Kansas and Oklahoma corn is being shipped into Texas in considerable quantities at present, and later in the season, no doubt, a great deal of northern corn will be required in Texas.

Jockusch, Davidson & Co. expect to rebuild their burned elevator at Galveston, Tex. The fire has not affected the export grain business of the firm, which will take care of the grain arriving thru the Wharf Company's elevators, until the plant can be rebuilt.

G. B. R. Smith & Son, Howe, Tex., write: The present high price of cotton is a stimulus for a large acreage of that plant this year. The demand for all kinds of feed is better than it has been for years. We believe this is largely due to the high price of cotton.

J. C. Wylie, who sold his interest in the grain business of Schiff & Wylie at Greenville to his partner, has engaged in the business at Pittsburg, Tex., and will be active in his former territory. The new location is very good for re-con-signing and storing, on the S. S. S. and Cotton Belt.

Secretary H. B. Dorsey of the Texas Grain Dealers Association informs us that the Association is trying to get a bill passed by the legislature, providing for the taking of statistics, by the tax assessors, of the number of acres planted, in each county, of the different products. Such statistics, it occurs, would be almost invaluable to the grain dealers, as they would then have some basis on which to estimate the different crops in the state.

At a local meeting of the grain dealers, held in Sherman a short time ago, the oat situation was discussed, and after a canvass of about seventy-five points in the heavy oat section, it was found that there was a shortage of over 1,500,000 bushels of oats as compared to the same time last year. Oats are bringing from 28c to 29 1-2c per bushel f. o. b. cars, and there is a possibility of some of the dealers regaining some of the money they lost last season on oats.

H. B. Dorsey, secretary of the Texas Grain Dealers Association, has issued a warning to the dealers of the organized attempt of the public weighers to secure the passage of a law that will compel all grain dealers to pay tribute to the public weighers. The proposed amendment to the law would give the weighers a monopoly, and should be fought by every grain dealer. Dealers should see that their representatives and senators understand the obnoxious features of the proposed amendment.

The Grain Dealers Elevator Company, with temporary headquarters at Wichita Falls, has been organized and the fol-



lowing officers and directors elected: Directors, Frank Kell, Wichita Falls; Eugene Early, Waco; F. M. English, Wichita Falls; W. C. Price, Lampasas and T. M. Sleeper, Waxahachie. Officers, Frank Kell, Wichita Falls, president; Eugene Early, Waco, treasurer; F. M. English, Wichita Falls, secretary and manager. This company is composed of members of the Texas Grain Dealers Association, and the objects of the company is to establish and maintain a thorough cleaning and conditioning house at Galveston.

The proposed amendment to the grain rates, which will be considered by the Texas Railroad Commission, is: Shipments of grain and grain products, in mixed carloads, may be taken at the carload rate applicable to each commodity contained in the car, subject to actual weight, provided that all, or all but one, of the articles are in sacks or other packages, the understanding being that the minimum weight for the entire car shall be the highest minimum applicable on a straight carload shipment of any commodity in the car, failing in which the weight of the lot taking the lowest rate will be increased an amount sufficient to preserve such minimum weight.

Fred C. Zurcher of Brenham, Texas, has refused to arbitrate a claim of E. B. Greathouse of Temple against him. Secretary Dorsey writes that the claim Mr. Greathouse has against this party was the result of his making an error in his invoice on a car of oats shipped to Zurcher, having made the invoice for considerable less than was contained in the car. And when Mr. Greathouse discovered the error he promptly sent corrected invoice and asked Zurcher to remit. But instead of remitting he proceeded to scale the grade of oats and deduct enough therefor to cover the amount of oats over in the car. He then had the nerve to demand of Mr. Greathouse the shipment of another car of oats of the grade he claimed to have ordered. This was evidently done by Zurcher on account of the advance in price of oats.

F. M. English, secretary and general manager of the Texas Grain Dealers Elevator Co., is receiving subscriptions to the \$20,000 capital stock of the company. Shares are \$100 each. The plant will be run in the interest of all grain dealers, but more especially the members of The Texas Grain Dealers Association, under whose auspices it has been organized, all of its stockholders being members of the Association, and its aim will be to pay as large a dividend on its stock as will be consistent with good service and economical management. Over half of the members of the Association have written their approval and pledged all their business in Galveston to this company, which means a volume of work from the start and consequent profit to the stockholders. Members are cordially invited to take the remaining stock.

The following parties have refused to arbitrate claims of grain dealers or have refused to abide by the decision of the arbitration committee of the Texas Grain Dealers Association: Geo. T. Southwell, of Raton, N. M., and Yoakum; Crutchfield Bros., of Vernon; Jno. R. Rall, of Ryan, I. T.; McMillan & McMurphy, of Whitewright; W. A. Upchurch, of Pilot Point; Staton & Howard, of Moody; Weeks & Branck, of Nacogdoches; Wachenheim Bros., of Durant, I. T.; E. P. Arnold, of Coperas Grove; J. B.

Knotts Grain Co., of McKinney; Henke & Pillott, of Houston; Walker & Boyd, of Abbott; G. J. Heflin & Co., of Frost; H. M. Walker, of Abbott; Guinan-Letsinger Co., of Waco; W. H. Machett, of Corsicana; P. R. Key, of Brandon; C. L. Martin, of Itasca; S. G. Edwards, of Terrell; A. M. Acree, of Hillsboro; J. F. Flory, of Wyatt; Milton & Bond, of Hillsboro; T. W. Hooker, of Wolfe City; R. Hooks & Co., of Red Oak.

### WISCONSIN.

Business men of Ellsworth, Wis., propose to erect a competitive grain elevator.

Nels Hanson has succeeded Henry Johnson as manager of McEachron's elevator at Suring, Wis.

The old grain elevator on the Northwestern at Janesville, Wis., is being demolished. It was built 30 years ago.

Ann Arbor car ferry No. 2 is carrying grain in bulk instead of in cars on account of the scarcity of cars at Manitowoc, Wis.

John E. Hall and J. Duvall, of Kewanee, Wis., former partners in the grain business, have settled their differences out of court.

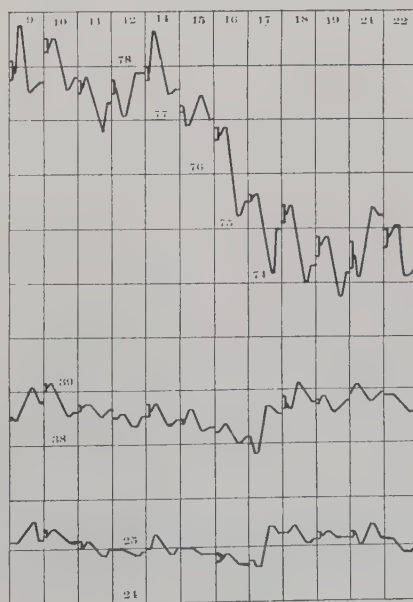
Fire at West Superior, Wis., Jan. 19, destroyed the elevator and feed mill of the Smith-Alvord Co. Loss, \$18,000; fully insured. The company will rebuild.

Thomas B. Bailey, who for many years has been proprietor of the Chicago, Milwaukee & St. Paul Elevator at Beloit, Wis., died of heart failure, Jan. 4. For nearly 50 years he has been engaged in the grain business.

Insurance rates on Elevators A, B, C, and E, of the Chicago, Milwaukee & St. Paul Railroad, at Milwaukee, Wis., have been reduced 60 cents as the result of employing a systematic watchman service. Other changes will be made with a view to obtaining a lower rate.

### PRICES AT CHICAGO.

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to January 23 are given on the chart herewith:



### GRAIN RECEIPTS.

For the week ending Jan. 19, the receipts of wheat, corn and oats at nine primary markets, and at the leading seaports, as compiled by the Trade Bulletin, were:

WESTERN POINTS.	Wheat, bu.	Corn, bu.	Oats, bu.
Chicago.....	498,533	2,667,687	2,404,171
Milwaukee....	194,250	453,900	156,800
Minneapolis..	1,674,109	327,550	311,580
Duluth.....	154,370	277,837	49,251
St. Louis.....	343,000	575,000	230,000
Toledo.....	97,924	371,098	94,100
Detroit.....	31,278	147,112	43,267
Kansas City..	610,400	241,500	.....
Peoria.....	6,500	555,000	224,600
Total.....	3,610,464	5,286,584	3,513,719
Last week....	3,736,706	5,009,347	3,342,670
Last year....	2,633,389	3,390,927	2,986,787
SEABOARD.			
New York....	247,500	771,225	441,750
Boston.....	220,379	317,250	115,372
Philadelphia.	160,084	835,845	79,381
Baltimore....	161,654	1,351,181	167,492
New Orleans..	297,000	652,000	.....
Galveston....	449,980	.....	.....
Total.....	1,536,138	3,927,501	803,995
Last week....	1,602,252	4,659,222	828,449
Last year....	1,077,213	3,273,619	1,049,916

### GRAIN SHIPMENTS.

For the week ending Jan. 19, the shipments of wheat, corn and oats at nine primary markets, and at the leading seaports, as compiled by the Trade Bulletin, were:

WESTERN POINTS.	Wheat, bu.	Corn, bu.	Oats, bu.
Chicago.....	135,096	964,266	1,541,443
Milwaukee....	8,250	35,100	119,450
Minneapolis..	158,190	81,540	62,760
Duluth.....	19,516	.....	3,723
St. Louis.....	222,000	723,000	229,850
Toledo.....	40,700	380,000	285,000
Detroit.....	.....	17,705	.....
Kansas City..	452,700	114,000	.....
Peoria.....	4,500	227,250	294,800
Total.....	1,040,952	2,542,861	2,537,026
Last week....	1,217,935	2,473,940	2,110,992
Last year....	983,033	1,747,377	1,803,625
SEABOARD.			
New York....	336,487	642,294	27,710
Boston.....	223,681	159,564	20,000
Philadelphia.	192,956	1,195,436	64,176
Baltimore....	44,000	1,494,271	.....
New Orleans..	295,940	1,277,354	.....
Galveston....	120,000	.....	.....
Newp't News	40,350	256,571	.....
Total.....	1,253,414	4,975,490	111,886
Last week....	2,115,229	4,360,198	343,025
Last year....	595,431	2,978,687	447,544

### GRAIN TRADE OF THE LAKES.

Shipments of grain by lake during the season of navigation ending Dec. 1, as reported by O. P. Austin, chief of the bureau of statistics, consisted of 47,500,000 bushels wheat; 71,878,000 bushels corn; 29,487,000 bushels oats; 1,274,000 bushels rye, and 8,088,000 bushels barley. The receipts were 49,130,000 bushels wheat; 66,874,000 bushels corn; 32,181,000 bushels oats; 1,720,000 bushels rye, and 10,435,000 bushels barley.

Chicago and South Chicago shipped six-sevenths of all the corn; Duluth and West Superior one-half the wheat; Chicago and South Chicago about two-thirds of the oats, and Milwaukee one-half the barley.

Buffalo received nine-tenths of the grain shipped by lake; the remainder going principally to Erie, Pa., and some to Fairport, O.

Off grade wheat, especially if musty or mow-burnt, will sell better after passing thru a scourer.



## GRAIN CARRIERS.

The Big Four has ceased to be a grain carrier, in so far as some Indiana wud-be shippers are concerned.

The Duluth, St. Cloud, Glencoe & Mankato Railroad will let contracts for a part of the proposed 300 miles of road.

The Dakota, Nebraska and Southern proposes to build 600 miles of road from Grand Island to Aberdeen and Pierre, S. D.

It is said that Thomas N. Fordyce, who has leased the Miami & Erie Canal from the state of Ohio, has placed an order for electric motors costing \$150,000.

Corn is being shipped down the Ohio and Mississippi Rivers to Memphis, Tenn., to a territory hitherto supplied by shipments to Johnsonville on the Tennessee River.

The grain shoveling committee of the Lake Carriers' Association held a meeting at Detroit Jan. 17, and reappointed Thomas W. Kennedy superintendent at Buffalo for the next season.

The request of flaxseed shippers that the same bill of lading which is used for grain cargoes be used for cargoes of flaxseed has been referred by the Lake Carriers' Association to its executive committee.

The railroad companies are said to contemplate the abolition of the fast freight lines with a view to stopping rate cutting. The plan is to have one man at each shipping point to represent all the roads.

The International Longshoremen's Association has notified all captains, owners and vessel agents that the grain shovellers of Chicago will not in future handle lines or in any way assist the passage of a boat to or from any elevator.

A good location for a grain elevator is presented by New Lothrop, Mich. This town is on the proposed line of the new Saginaw & Southern Railroad, work on which has begun. The flour mill, operated by Irving E. French, handles only a portion of the grain.

The House of Representatives on Jan. 16 authorized the President to appoint a commission, and to invite Great Britain to make it international, to report on the condition and uses of the waters of the Great Lakes and the effects upon navigation of the diversion of these waters from their natural flow.

The East Grand Forks Transportation Co. has been incorporated at East Grand Forks, Minn., to operate the steamers Fram and City of Grand Forks on the Red River. Incorporators, Anton O. Lystad, G. F. Peterson, James Elkington, Engbret Arneson and H. D. Anderson. The company contemplates the erection of elevators along the river.

The report of the board of managers of the Lake Carriers' Association, at the annual convention at Detroit, Jan. 16, said: "The premature opening of the Chicago Drainage Canal, reversing the natural flow of the Chicago River and creating a swift, irregular and dangerous current therein, has caused much anxiety and loss to vessel-owners. From the opening of navigation in 1900 vessels were delayed and damaged in collision with other vessels, bridges and docks. Tug bills showed enormous increase and important losses in earnings followed inability to load vessels to their normal

capacity owing to the dangerous currents and shallow water, particularly over the river tunnels."

## PATENTS GRANTED

Luther Trabue, Girard, Ill., has been granted letters patent, No. 665,284, on a baling press.

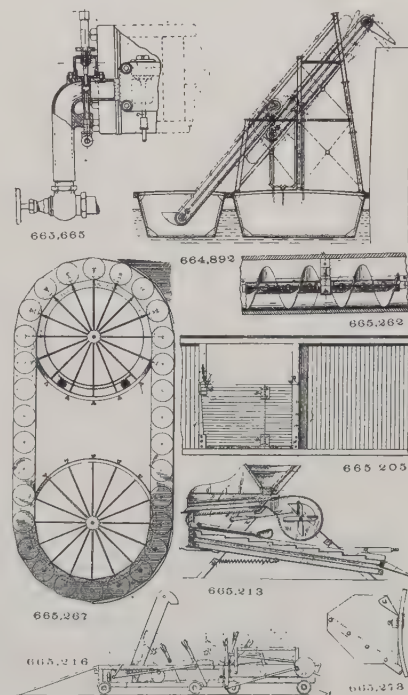
Charles Linstrom, Vicksburg, Miss., has been granted letters patent, No. 665,239, on a car door.

Andrew Wickey, East Chicago, Ind., has been granted letters patent, No. 664,987, on a baling press.

Cassius W. Davidson, Kansas City, Kan., has been granted letters patent, No. 665,191, on a baling press.

Paul Vollmann, Altenburg, Germany, has been granted letters patent, No. 665,489, on a process of preparing malt.

Charles E. Kemp, Baltimore, Md., has been granted letters patent, 665,641, on a water jacket for explosive engines.



Michael H. Shanley, Granbury, Tex., has been granted letters patent, No. 665,275, on a combined bag holder and sifter.

Ignatious G. Wheatley, Springfield, Mo., has been granted letters patent, No. 665,291, on a machine for hulling and separating beans.

Louis B. Smyser, Elizabeth, N. J., has been granted letters patent, No. 665,037, on igniting mechanism for explosive and internal combustion engines.

John E. Thornton, Altringham, and James P. Lea, Manchester, Eng., have been granted letters patent, No. 664,981, on an oil-feeding device for explosive engines.

Staunton B. Peck, Chicago, Ill., assignor to the Link-Belt Machinery Co., same place, has been granted letters patent, No. 665,262 (see cut) on a screw conveyor. For protection from contact with the material the shaft is inclosed in a tube with which it rotates. The bearings are similarly protected by a longitudinally split tube.

Scott Hartsock, Henry, Ill., has been granted letters patent, No. 665,216 (see cut), on a grain elevator and dump. In addition to the wagon dump, conveyor and elevator, this invention includes a tread horse power whereby the team drawing the wagon may furnish the power to elevate the grain after it has been dumped.

Hans C. Hanson, Strout, Minn., has been granted letters patent, No. 665,213 (see cut) on a grain separator. Contained in the frame of the machine is a shaking shoe on which is mounted an oat-cleaning device comprising a screen, a roll and a flexible apron. The apron may be wound up on the roll so as to expose the screen.

Michel J. Paul, New York, N. Y., has been granted letters patent, No. 664,892 (see cut), on a conveyor. The apparatus is a part of the equipment of a floating grain elevator. It consists of two elevator legs, mounted in slides, and adapted to be moved in and out on both sides to maintain the boat on an even keel by balancing the weight.

J. W. George and J. H. Scott, Downs, Kan., have been granted letters patent, No. 665,205 (see cut), on a grain door for cars. The door consists of two parts hinged together. Tapering strips are secured to the standards of the door opening, to fit against the tapering sides of the door. A catch on each side holds the door down when in position.

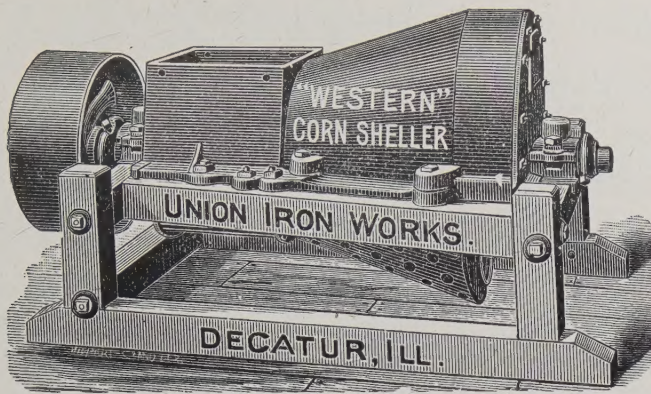
Heinrich A. Schmidt, Wurzen, Germany, has been granted letters patent, No. 665,273 (see cut), on a cup-shaped elevator. The outer wall of the cup is provided with a projecting continuation adapted to rest against the belt and to receive and direct the material discharged from the next scoop or cup. In passing around the pulleys the discharge lip of the cup is permitted to move outward from the belt, since the cup is fastened to the belt at the middle of its inner wall.

Isham Randolph, Riverside, Ill., assignor to the Link-Belt Machinery Co., Chicago, has been granted letters patent, No. 665,267 (see cut), on a conveyor. The conveyor consists of a set of flat segments, affording a movable open platform. The convexity of one segment fits into the concavity of the adjoining one, thereby forming a smooth and continuous surface. The alternate segments have trucks and oppositely located track wheels to support the segments. The driving power is applied to the large wheel at one end of the conveyor.

Lucius H. Solomon, Chicago, Ill., assignor to the Webster Mfg. Co., same place, has been granted letters patent, No. 655,665 (see cut), on a gas engine. The passage thru which air is drawn into the cylinder is provided with an oil duct thru which the stream of oil is constantly flowing. Opposite to the duct is a breach in which the oil is directly exposed to the action of the air in the air passage, whereby at each inspiration of the engine the air traveling thru the passage takes up the oil exposed, the breach being of such length that it exposes the exact quantity of oil necessary for a single charge.

The exports of linseed oil cake for the 11 months ending with Dec. 1, as reported by O. P. Austin, chief of the bureau of statistics, consisted of 392,841,000 pounds; compared with 442,968,000 and 379,009,000 pounds for the corresponding time in 1899 and 1898.





"WESTERN" WAREHOUSE SHELLER.

# UNION IRON WORKS

DECATUR, ILL.

Sole Manufacturers

## "WESTERN" SHELLERS AND CLEANERS ...BEST ON EARTH...

Grain Elevators

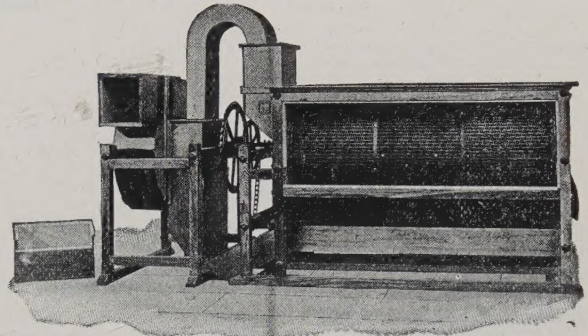
...and

Elevator  
Machinery

....A Specialty....

PLANS MADE ON APPLICATION  
BY LICENSED ARCHITECT.

Write For Catalog.



"WESTERN" WAREHOUSE CLEANER.

## Reliable Insurance...

on Modern elevators and Contents can be  
secured at about one-half the rates charged  
by stock companies by addressing

**MILLER'S NATIONAL INS. CO.**

205 La Salle St., CHICAGO, ILL

CHARTERED, 1865 ASSETS, \$2,721,893

NET CASH SURPLUS, \$469,382.27

W. L. Barnum, Secy

The Grain Shippers' Mutual <sup>Made a</sup> <sup>Growth</sup> <sup>of</sup> **122%**  
Fire Insurance Association

for the year 1900, and we are still saving our  
policy holders nearly 50 per cent of the cost  
of their insurance in "Board Companies."

Address, if interested,

F. D. BABCOCK, Secretary,  
IDA GROVE, IOWA.

**MICHIGAN MILLERS**

MUTUAL FIRE INS. CO.  
OF LANSING, MICH.

20 YEARS Successful Business.

NET CASH SURPLUS, \$230,000.00.

**50% Dividends Paid** 1899 1900

Insures Grain and Elevators.



Seamless  
Cotton

Grain  
Bags.

JUTE BAGS  
OF ALL KINDS.

MILWAUKEE, WIS.



**THE HUMPHREY  
EMPLOYES  
ELEVATOR**

For 12 years the stand-  
ard man elevator for mills  
and grain elevators.

You can go up to that  
cleaning machinery 20  
times a day and not feel  
it. Think it over, then  
write to

**S. K. Humphrey**

53 State St., Boston.

**FLOATER GRAIN INSURANCE**

Special attention to Open Floater Policies  
in the best Stock Companies.

Insurance follows grain up and down as the  
quantity stored in each house changes. Will AL-  
WAYS have insurance where you have grain.

Simple, Sure, Economical. Investigate and you  
will find it absolute protection and cheap.

Business handled anywhere. Write us.

H. H. LANTZ & CO.,  
25 years' experience.

DES MOINES, IOWA.  
Best of references.

**\$40** **AMERICAN SCALE**  
BEAM AND BEAM BOX.



**5 TON**

**B. B. Pumps. Windmills**

And Water Supplies.  
BECKMAN BROS., DES MOINES, IOWA.



## Shippers' Record Book No. 20

is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left hand page, in bold faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads. **Price, \$1.75. Express Prepaid, Address**

GRAIN DEALERS COMPANY, 10 PACIFIC AVE., CHICAGO, ILL.

C. H. Tryon & Son, Strawn, Ill.: You may stop our advertisement of scale. We have had eight inquiries from six states and think we can make a sale.

C. P. & J. Lauson, Milwaukee, Wis.: Please discontinue our ad of engines for sale. We can say that our ads in the Journal were very effective, and the Journal shall have the bulk of any advertising we may do hereafter.

### THE ROCK ISLAND WALL MAP OF THE UNITED STATES

Is the best offered to the public. It is very large and specially adapted to school purposes. Every teacher of geography and every business office should have one. It will be sent post paid to any address on receipt of fifteen cents in postage stamps or coin.

Address, John Sebastian, G. P. A., Chicago, Ill.

### A LIFE INSURANCE AGENCY.

A Life Insurance Agency incorporated, is bidding for the favors of the insuring public. It is known of the Central Life Underwriting Association with offices at 1303-1312 Marquette Building, Chicago. The stock of the company has been rapidly subscribed for by prominent business men. Its officers are: Wm. Penn Nixon, Pres.; T. C. McMillan, Vice-Pres.; A. F. Seeberger, Treasurer; Ephraim Banning, Counsel; John E. Meyers, Secy. and Gen. Manager.

The association is independent of any insurance company and offers its services and advice to those desiring to place their insurance in good companies, and on all matters pertaining to insurance. They also furnish expert actuarial and legal talent, collect claims against insolvent companies, loan money on policies, etc.

Its influence will be directed in favor of old line reputable companies only. The underwriting of life insurance has advanced to a prominent position in the Chicago business world, amounting to several millions of dollars annually and it is felt that interests so extensive should be conserved by intelligent direction and exposition by responsible and competent factors, thus avoiding the misapprehensions that so often occur as to the actual meaning of a life insurance contract.

## Robinson's Telegraphic Cipher Code (Revised)

is more extensively used by  
GRAIN AND PROVISION DEALERS  
and MILLERS

than all other codes combined. It is compact, small and can be easily carried in the pocket. It has been revised recently and fifteen pages added. Every cipher word, quotation and phrase in former editions has been retained, including Quotations, Railroads, Grades of Grain, Mill Feed, Hay, phrases to meet the present demands of the trade; Bids, Acceptances, Billing, Shipping Instructions, etc. Get the latest edition; by using it your messages will be understood, you will save time and expense.

Price unchanged. Bound in leather, gilt edges, \$2.00; cloth binding, \$1.50. Address

GRAIN DEALERS COMPANY,  
10 Pacific Ave. CHICAGO, ILL.

## Shipping and Record Book

FOR  
SHIPPERS and RECEIVERS.

The pages of this book are specially ruled so as to provide columns for 27 different facts, as follows: date, shipped from, where shipped, car number, initial, grade, bales, pounds, number bushels, price, amount, less freight, draft, commission, exchange, dead freight, amount over, drawn, short, amount, over run, amount, dues, shipper, amount charged, railroad company excess freight, profit, loss, folio, remarks. The columns are arranged on the facing pages in order named, so that any information regarding shipment can be quickly found. No journal is needed; all accounts can be posted direct to the ledger, therefore the Shipping Record saves time and prevents errors.

The book is 11 x 17 inches, well bound in half Russia, with cloth sides, has 200 pages.

Price \$3.00, express prepaid.

For Sale by  
GRAIN DEALERS COMPANY,  
10 Pacific Ave., CHICAGO, ILL.

## Clark's Grain Book

Is a Record and Memorandum Book  
for the use of Country Dealers.

It is 9½ x 12 inches, contains 400 pages of heavy manilla paper, bound with board covers, leather back and corners. Each page is ruled into 12 uniform sized squares. Each square is used to keep a record of each load of grain, there being room enough to write the farmers name, kind of grain, gross, tare and net weights and to figure how much it comes to at the ruling market price.

Price \$1.50.

For Sale by

Grain Dealers Company,  
10 Pacific Avenue, Chicago, Ill.

## YOUR NAME

IN GILT LETTERS.

ON A REVISED EDITION OF

## ROBINSON'S CIPHER CODE.

BOUND IN LEATHER FOR \$2.25.

BOUND IN CLOTH FOR 1.75.

(Add 15c. for exchange when sending local check.)

Grain Dealers Company,  
10 PACIFIC AVENUE, CHICAGO, ILL.

## A. B. C. CODE.

The A. B. C. Universal Commercial Electric Telegraphic Code is used more extensively in international trade than all other ciphers. No one who does business with European firms can afford to be without a copy.

By its use merchants attain simplicity, economy and secrecy in sending messages. Every word is identified by a single code word. The saving effected in sending a single message often amounts to more than the cost of the code. The secrecy of messages between two persons can be made absolute, even though any other person may have access to telegram and Code.

A rubber stamp bearing words "A. B. C. Code Used" given with each Copy. Price, per copy, \$5.

For Sale by GRAIN DEALERS COMPANY  
10 Pacific Ave., Chicago, Ill.

## DIRECTORY OF REGULAR GRAIN SHIPPERS.

To merit the patronage of regular shippers, receivers and track buyers should confine their business to regular dealers.

### ILLINOIS.

Decatur: Shellabarger Mill & Elevator Co.  
Monticello: Knight & Son. Elevators on I. C. and Wabash.  
Taylorville: Pratt-Baxter Grain Co. Stations on Wabash.  
Springfield: E. R. Ulrich & Sons. Elevators on Wabash, C. & A., C. P. & St. L. and St. L. C. St. P. & Pawnee Rys.

### INDIANA.

Kentland: McCray & Morrison, P. C. C. & St. L.

### IOWA.

Coburg: G. A. Stibbens. C. B. & O.  
Des Moines: Des Moines Elevator Co. Elevators on C. R. I. & P. R. R.  
Hamburg: D. Hunter & Co. C. B. & O.

### KANSAS.

Ellsworth: H. Work & Co. U. P. R. R.

### NEBRASKA.

Hastings: J. M. Sewell & Co.

### OHIO.

Lima: Clutter & Long. Stations on the Erie R. R.

### OKLAHOMA TERRITORY.

Oklahoma City: Southwestern Grain & Coal Co.

### TEXAS.

Ft. Worth: P. T. Andrews & Co. Sherman: Pittman & Harrison.



## JEFFREY ELEVATORS CONVEYORS



## Clark's Record OF CARS SHIPPED.

Is adapted for the use of country grain shippers, to keep a record of all cars of grain shipped. This book is 9½ x 12 inches and has space for 2500 cars. The leaves are made of ledger paper, ruled for date sold, date shipped, car number, initials, to whom sold, destination, grain, grade sold, their inspection, discount, amount freight, our weight, bushels, destination bushels, over, short, price, amount freight, other charges and remarks. It is well bound in strong board covers, with leather tack and corners. **Price \$1.50.**

**GRAIN DEALERS COMPANY**  
10 Pacific Ave., Chicago, Ill.

## Clark's Record for Wagon Loads Received

Is for the use of country grain dealers. It is 9½ x 12 inches, contains 160 pages and has room for records of 3000 loads. It is ruled for date, name, kind, gross and tare, net pounds, bushels, pounds, cents, dollars, cents and remarks. This book is printed on strong white ledger paper and bound in board covers, with leather back and corners.

**Price \$1.50.**

For Sale by

**GRAIN DEALERS COMPANY,**  
10 Pacific Avenue, Chicago, Ill.

Walters Bros., Chicago Board of Trade:  
We have disposed of our elevator at Flag  
Center, and wish to have you discontinue  
our advertisement. Many thanks to the  
JOURNAL for having accomplished  
prompt sale.

## LOADING SPOUTS

That load grain right. They give a spiral motion to the grain so that it leaves the spout with enough force to take it to the end of the car. Grain passing through a spout with a spiral motion is delivered in better condition, not being scoured or worn as much as when loaded from ordinary spouts. *Write for Catalog*



**Abendroth & Root Mfg. Co.**  
Monadnock Block, CHICAGO.  
99 John Street, NEW YORK.

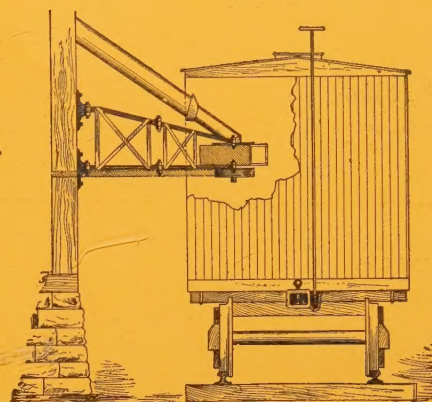
## Ideal Automatic Car Loader

Manufactured at SULLIVAN, ILLS.

**C. W. Dooley & Co.**  
Bloomington, Ills.

Exclusive Agents for United States  
and Canada

**J. B. GOOD,**  
Dealer in  
Grain, Coal, Lumber.



FORSYTHE, ILL., August 2, 1900.

C. W. DOOLEY & CO., Bloomington, Ills.

GENTLEMEN: Enclosed find check for \$80.00 for our Loader. It does the work in fine shape, we can fill cars quicker than two men could before.

Yours truly,

J. B. GOOD.

Save \$1,000 by the expenditure of \$100 in the construction of new elevators by using the Ideal Loader. The above testimonial is a sample of what we are receiving from all our customers.

**C. W. DOOLEY & CO., BLOOMINGTON, ILLS.**

## Books for Grain Dealers...

All kinds of Account Books, Grain Tables, Cipher Codes, on sale at **Grain Dealers Journal**, 10 Pacific Ave., Chicago, Ill.

**CATALOG  
FREE**

## Machines, Supplies and Businesses

Cannot be placed before the grain dealers and elevator men of the country without advertising. Personal solicitation is so expensive as to preclude its extensive use. Circulars are so cheap they fall in the waste basket unopened.

The only effective method within reasonable cost is to place an advertisement in the **Grain Dealers Journal**. Every copy goes to a live grain man and keeps its advertisements before him night and day. Try it.

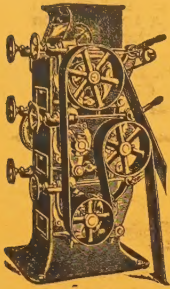
## WANT ADS....

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade.

If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.



## CORN and FEED MILLS



4 Roll and 6 Roll  
Gear or Belt Drive  
for Slow Roll.

### IT PAYS

To have one  
in connection with  
an elevator,  
and to have the  
BEST one.

Ours has no equal in Strength, Durability, Efficiency, Convenience, Capacity, and Quality of Work.

Several sizes. Prices very reasonable.

**The Edward P. Allis Co.**  
MILWAUKEE, WIS.

## What's the Use

Of trying to get along without  
**DAY'S DUST COLLECTING  
SYSTEM**

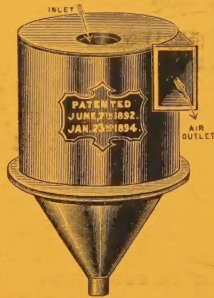
When it will handle your dust and  
refuse automatically, and give  
you a **CLEAN** Elevator.

It will give you the best safeguard  
against **FIRE**.

It will save labor. It will save insurance.  
It will save time and money. It will pay for itself many  
times over. Any valid reason why  
you should not have it?

POSTAL FOR THE NEW BOOKLET, "DUST  
COLLECTING AND FUEL FEEDING."

**H. L. DAY**



That's **DAY'S**  
Dust Collector.  
There is no other like it

1122-26 YALE PLACE  
MINNEAPOLIS, MINN.

**WELLER MFG. CO.**  
**Grain Elevator Machinery**  
AND SUPPLIES OF EVERY DESCRIPTION.



Improved Telescope Flexible Spout.



Complete Equipment for Houses of  
Any Capacity.

118-126 NORTH AVE., CHICAGO.

CROFUT, McAYEAL & CO., Portland, Ore., Northwestern Agts.

WE CAN FURNISH OUR  
**AJAX TRANSMISSION ROPE**  
IN ALL LENGTHS and SIZES DESIRED.



**H. CHANNON  
COMPANY**

24-26 MARKET ST.  
CHICAGO.

## SOLD!

To Highest Bidder

**YOUR ELEVATOR**

How can you expect to find buyer who will pay  
a fair price for it, unless you let those in the  
market for Elevators know it is for sale?

THE GRAIN DEALERS JOURNAL is the grain trade's accepted  
medium for "Wanted" and "For Sale" advertise-  
ments, and prospective buyers always consult its  
"Elevators for Sale" columns. The cost is merely  
nominal; the results phenomenal. Try it.

## Books for Grain Dealers....

All kinds of Account Books, Grain Tables,  
Cipher Codes and other books of value to  
regular grain dealers. Send for catalog to

**GRAIN DEALERS COMPANY,**

10 Pacific Avenue.

CHICAGO, ILL.